VW GOLF GTI Mk1 BUYING THE ORIGINAL HOT HATCH

CLASSIC & SPORTS CAR

Britain's best-selling
classic car magazine

November 2025 £6.99

FERRARI'S FINEST

PLUS
308 STYLIST REVEALS ITS SECRETS

Dream drive across the Alps in the fast, beautiful and usable 308, Maranello's greatest real-world supercar

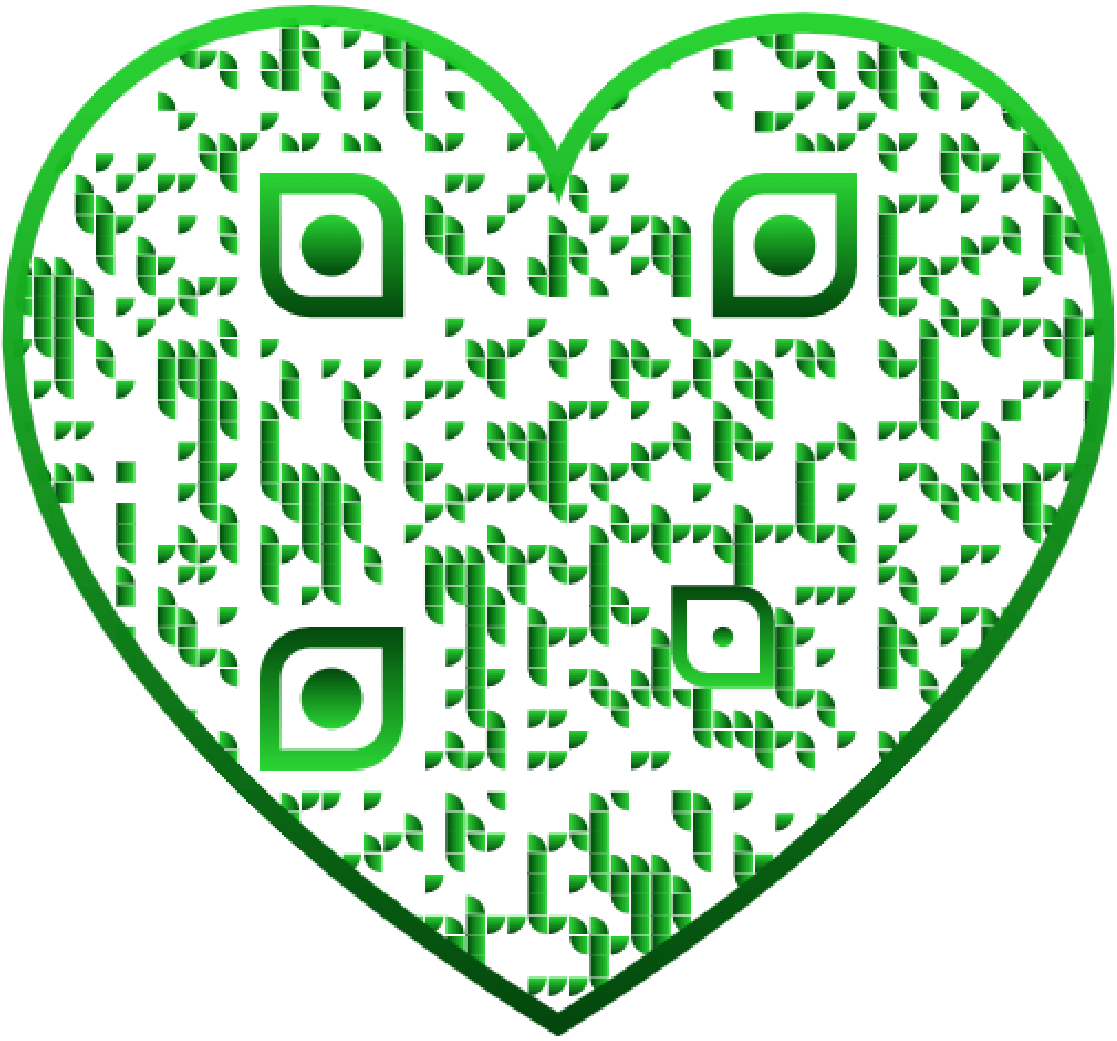
GTS 4W
S GO 277H

haymarket
USA $14.50/CAN $15.99/AUS $13.50/NZ $16.99

BUICK RIVIERA VS MERCEDES 250SE

TRIUMPH'S CLASSY DOLOMITE FAMILY

PORSCHE 911 TARGA FROM SWB TO 996



Bonhams | Cars

ZOUTE SALE

Catalogue Now Online

Knokke-Heist, Le Zoute | 12 October 2025

Offered with extended factory warranty
2014 FERRARI LAFERRARI
€3,300,000 - 3,600,000 *

One registered owner from new
2005 MASERATI MC12 STRADALE
€3,400,000 - 4,000,000 *

ENQUIRIES
+33 1 42 61 10 11
eucars@bonhamscars.com
bonhamscars.com/zoute

THE GOLDEN AGE OF MOTORING SALE

Further Entries Invited

New Bond Street, London | 31 October 2025

Formerly the property of Rudolf Lilljeqvist
1915/1919 MERCEDES 22/50HP OPEN TOURER
£250,000 - 300,000 *

ENQUIRIES
+44 (0) 20 7468 5801
ukcars@bonhamscars.com
bonhamscars.com/gam

Forthcoming auction
THE AUDRAIN AUCTION | 3 October 2025
+1 (415) 391 4000 | uscars@bonhamscars.com

* For details of the charges payable in addition to the final hammer price, please visit bonhams.com/buyersguide

Welcome

I spent most of my time at this year's Goodwood Revival (p22) with my great friend David. He's an enthusiast with broad taste, from his beloved Alfas to a Healey Sprite and a Chevelle SS, but a few years ago he did something that many of us will have considered – but few of us are brave enough to actually do – and remortgaged his flat to buy his dream car.

His lovely Ferrari 308GTS hasn't been cheap – either to buy or to maintain – but he just adores it, saying: "Every drive feels special, even if it's just to the shops." He originally bought the Ferrari with the aim of enjoying it for a few years then selling it on, hopefully for a profit, but he has fallen head-over-heels for this relatively affordable slice of Maranello magic, and it's easy to see why.

So many dream cars remain unattainable fantasies – particularly after the recent explosion of the hypercar market, with limited-run specials running into the multiple millions within a few years of their introduction. Yet the Ferrari 308 and its many variations are still within reach, even for the only moderately wealthy.

Few machines match its seductive blend of beauty, performance and real-world practicality, as demonstrated by generous owners Mark and Tracey Kieve, who jumped at the chance to join our Simon Hucknall on a road trip across France and Italy to meet the car's charismatic designer, Leonardo Fioravanti. Turn to p72 to find out how they got on. Spoiler alert: if you're looking forward to using all those Italian reliability clichés, you'll be disappointed…

ALASTAIR CLEMENTS
Editor in chief, *Classic & Sports Car*

Subscribe
and save

Turn to p136 for further details

Sign up to ensure you get the latest copy of *C&SC* delivered direct to your door every month.

For our digital subscription offers, see themagazineshop.com/classic-sports-car/ or check out Readly, Exact Editions and Zinio via your device's app store

SINGLE COPIES AND BACK ISSUES are available via magsdirect.co.uk/classic-sports-car/ or at themagazineshop.com/back-issues/classic-sports-car/

CLASSIC & SPORTS CAR

NOVEMBER 2025 • VOLUME 44, No 8

CLASSIC & SPORTS CAR
HAYMARKET AUTOMOTIVE, BRIDGE HOUSE,
69 LONDON ROAD, TWICKENHAM TW1 3SP

Editorial 020 8267 5399
Web classicandsportscar.com
Facebook @candscmagazine
Instagram @classicandsportscar
X @CandSCmagazine
Threads @classicandsportscar
TikTok @candscmagazine
Bluesky @candscmagazine.bsky.social

EDITORIAL
EDITOR IN CHIEF Alastair Clements *alastair.clements@haymarket.com*
ASSOCIATE EDITOR Lizzie Pope *lizzie.pope@haymarket.com*
DEPUTY EDITOR Aaron McKay *aaron.mckay@haymarket.com*
FEATURES EDITOR Charlie Calderwood *charlie.calderwood@haymarket.com*
EDITORIAL ASSISTANT Ryan Standen *ryan.standen@haymarket.com*
ART EDITOR Damon Cogman *damon.cogman@haymarket.com*
CHIEF PHOTOGRAPHER John Bradshaw
SENIOR PHOTOGRAPHER Max Edleston
PHOTOGRAPHER Jack Harrison
EDITOR AT LARGE Simon Taylor *simontaylor@stoveboltspecial.com*
INTERNATIONAL EDITOR Mick Walsh
SENIOR CONTRIBUTORS Martin Buckley, Julian Balme, Paul Hardiman, Simon Hucknall, Jon Pressnell
CONTRIBUTORS Mei Hau, Michael Ware, Malcolm McKay, Tim Dickson, Mario Laguna, James Mann, Paul Fearnley, Manuel Portugal, Joel Araújo, Pawel Litwinski, John Wycherley, Andrew Roberts

SUBSCRIPTIONS
UK TEL 03448 488807
OVERSEAS TEL +44 (0)1604 251452 **USA TEL** 001 877 531 1767
EMAIL help@classicandsportscar.themagazineshop.com

ADVERTISING
EMAIL *ads.csc@haymarket.com* **TEL** 020 8267 5937
SALES TEAM Nabila Moughal (Display Account Manager), Craig Evans (Account Manager), Christian Gidley (Classified Sales Executive)
Advertisements are accepted only upon Haymarket Media Group's standard Terms of Acceptance of Advertising, copies of which are available from the Advertising Sales Department of *Classic & Sports Car*

PRODUCTION
Trevor Simpson (Head of Operations)
Lee Brister (Senior Controller)

PUBLISHING
Isabella McDermid (Newstrade Marketing Manager)
Riley Millard (Circulation & Trade Marketing Executive)
SYNDICATION ENQUIRIES Simon Fox *simon@foxsyndication.com*

©2025 Haymarket Media Group Ltd. Reproduction in whole or part of any text, photograph or illustration without the written permission of the publisher is strictly prohibited. The publisher makes every effort to ensure the magazine's contents are correct, but can accept no responsibility for any effects from errors or omissions. Unsolicited material is used from time to time, but is submitted entirely at the owner's own risk and the publisher accepts no responsibility for its loss or damage

PRINTED BY William Gibbons & Sons Ltd
COLOUR ORIGINATION Rhapsody Media

Classic & Sports Car (ISSN 0263318X, USPS 25178), is published monthly by Haymarket Media Group, Bridge House, 69 London Road, Twickenham TW1 3SP, United Kingdom. Airfreight and mailing in the USA by agent named World Container INC 150-15, 183rd St, Jamaica, NY 11413, USA. Periodicals postage paid at Brooklyn, NY 11256. POSTMASTER: send address changes to *Classic & Sports Car,* Air Business Ltd, c/o World Container INC 150-15, 183rd St, Jamaica, NY 11413, USA.

Subscription records are maintained at Haymarket Media Group, Bridge House, 69 London Road, Twickenham TW1 3SP. Air Business Ltd is acting as our mailing agent. Distributed in the UK by Frontline Ltd, 1st floor – Stuart House, St John's Street, Peterborough, Cambs PE1 5DD; 01733 555161

GROUP EDITOR IN CHIEF Steve Cropley
COMMERCIAL DIRECTOR Chris Daniels
MANAGING DIRECTOR Rachael Prasher
CHIEF EXECUTIVE OFFICER Kevin Costello

Classic & Sports Car is a member of the Independent Press Standards Organisation. We abide by the Editors' Code of Practice and are committed to upholding the highest standards of journalism. If you think we haven't met those standards and want to make a complaint, email alastair.clements@haymarket.com. For more information, contact IPSO on 0300 123 2220 or visit www.ipso.co.uk

GPSR EU RP
Manufacturer: Haymarket Media Group Limited, Frankfurter Str 3d (ARTmax) 38122 Braunschweig; +49 (0)531 38004 0; info@haymarket.de

General Product Safety 2023/988: The use of our product under normal or reasonably foreseeable conditions of use, including the actual duration of use, does not present any risk or only the minimum risks compatible with the product's use, which are considered acceptable and consistent with a high level of protection of the health and safety of consumers.

ipso. Regulated

recycle

haymarket

Haymarket is certified by BSI to environmental standard ISO14001 and energy management standard ISO50001

FSC
www.fsc.org
MIX
Paper | Supporting responsible forestry
FSC® C015155

‘From 7000rpm and beyond nothing comes close, its hard-edged, trumpeting blare cultured and uproarious at the same time’

72

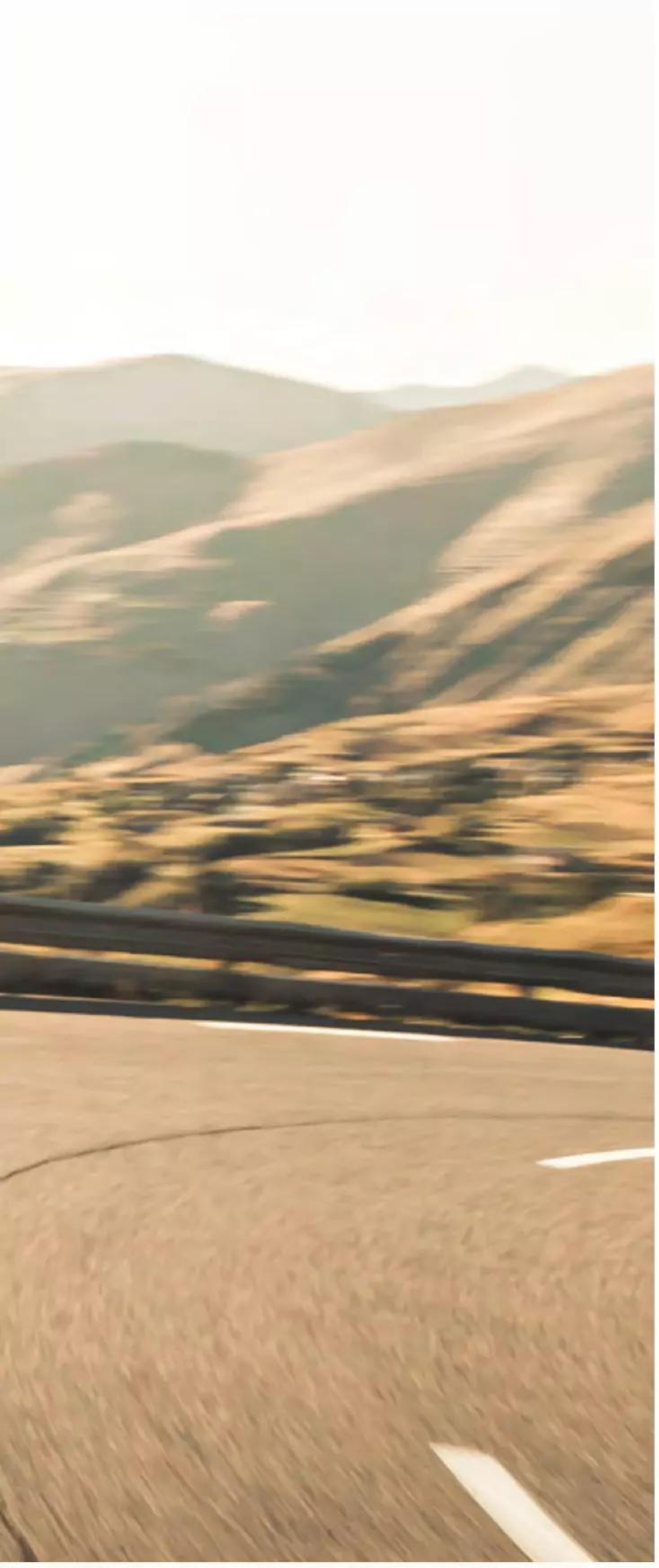
112

158

128

120

104



Contents

NEWS

6 **The big picture**
8 **Caramulo Motorfestival 2025**
14 **News & events**
22 **Sport**
30 **Lost & found**

REVIEWS

36 **Motoring art** *Norman Thelwell*
39 **Books**
43 **Models**
44 **Garage gear**

COMMENT

47 **Mick Walsh** *From the cockpit*
49 **Simon Taylor** *Full throttle*
51 **Martin Buckley** *Backfire*
53 **Letters**
55 **Next month**

FEATURES

72 **King of the mountains**
A dream drive across France and over the Alps to return a Ferrari 308GTS qv to its homeland for a reunion with its creator

84 **Man in the middle**
Meeting Leonardo Fioravanti, the talented Pininfarina stylist who led the mid-engined revolution at Ferrari with the 308 and BB

90 **The career racer**
Who says Ferraris are fragile? This early 308 has lived its whole life on the track

96 **Transatlantic tussle**
Can the sophistication of a Mercedes-Benz 250SE overcome the muscle and glamour of the European-inspired Buick Riviera?

104 **In the wheeltracks of pioneers**
Driving an 1899 Wolseley that future mogul Herbert Austin took on the 1000 Miles Trial

112 **Lifting the lid on Porsche**
Tracing the evolution of the 911 targa, from 'soft-window' 2.0 to glass-roofed 996

120 **Enthusiasts rally round**
Martin Buckley tells the Sunbeam-Talbot story, with help from some passionate fans

128 **Dolly mixture**
Triumph's family of front- and rear-drive classy compacts, from 1300 to Sprint

CLASSIC LIFE

138 **Our classics**
146 **Your classic** *Austin 12/4*
149 **Also in my garage**

THE MARKETPLACE

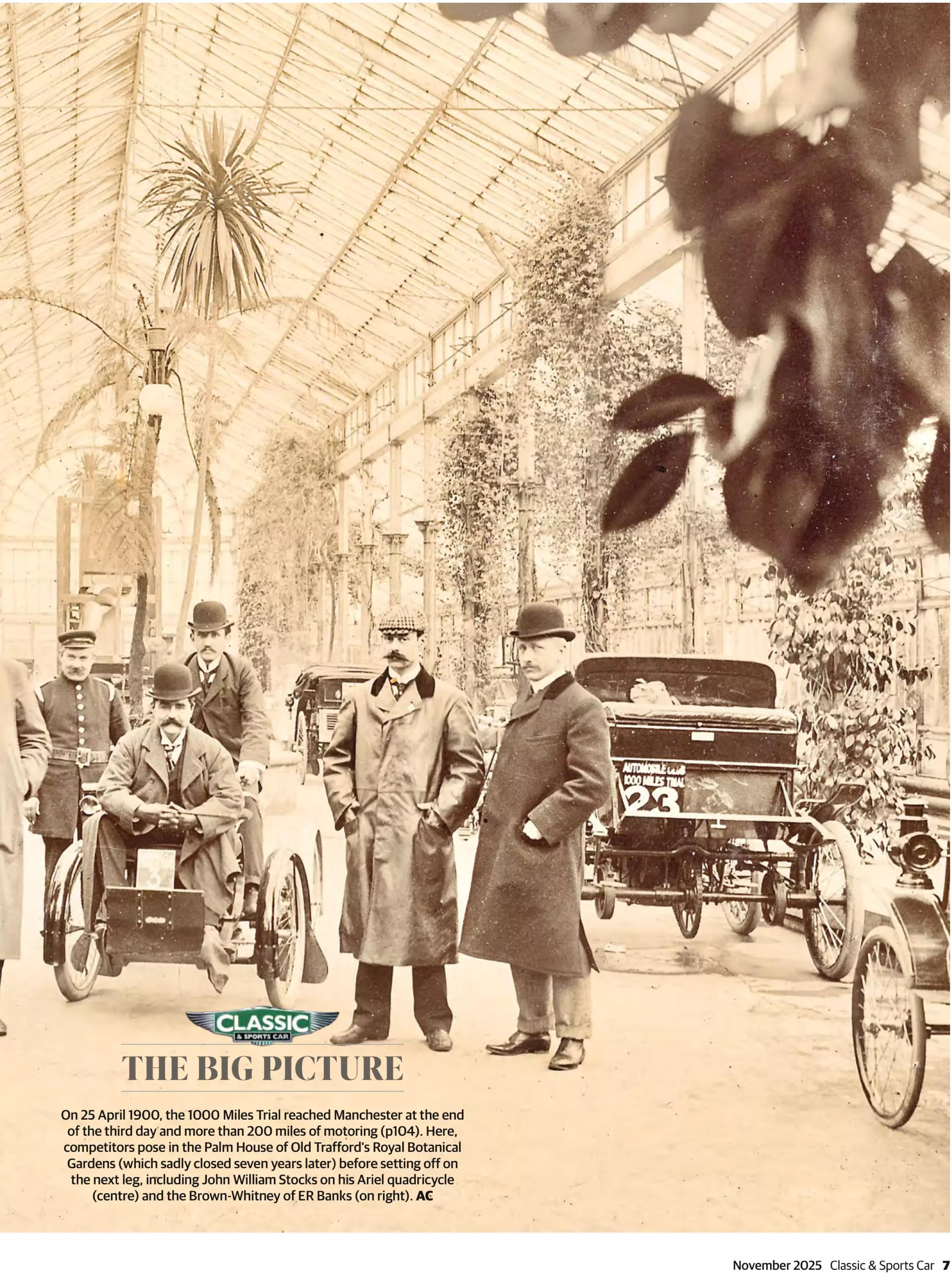
152 **Trade news**
156 **The specialist**
158 **Buyer's guide** *Volkswagen Golf GTI*
167 **Classified picks**

194 **Future classic** *MINI Cooper S JCW*

84

90

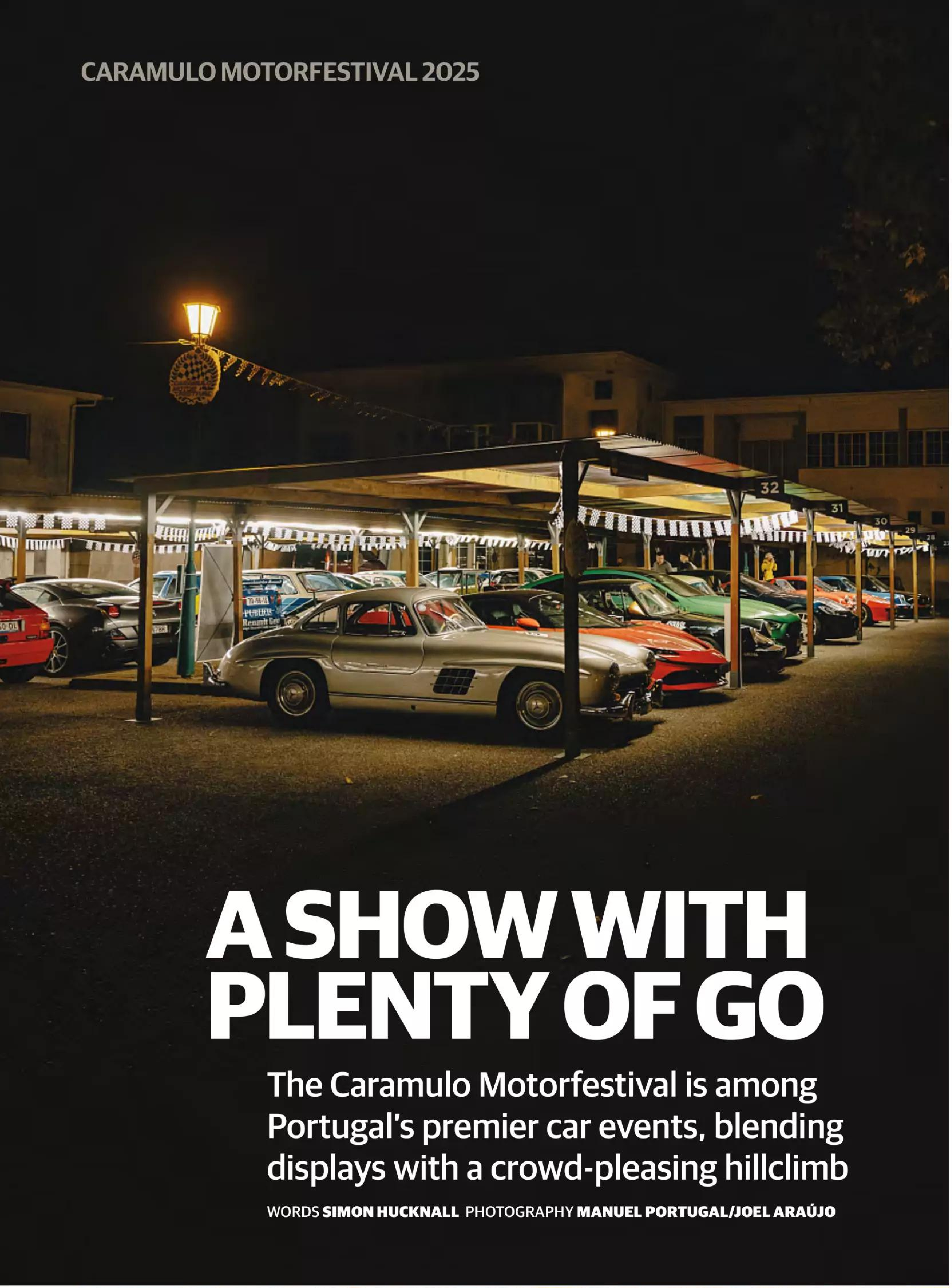
96



THE BIG PICTURE

On 25 April 1900, the 1000 Miles Trial reached Manchester at the end of the third day and more than 200 miles of motoring (p104). Here, competitors pose in the Palm House of Old Trafford's Royal Botanical Gardens (which sadly closed seven years later) before setting off on the next leg, including John William Stocks on his Ariel quadricycle (centre) and the Brown-Whitney of ER Banks (on right). **AC**

ROYAL AUTOMOBILE CLUB



A SHOW WITH PLENTY OF GO

The Caramulo Motorfestival is among Portugal's premier car events, blending displays with a crowd-pleasing hillclimb

WORDS **SIMON HUCKNALL** PHOTOGRAPHY **MANUEL PORTUGAL/JOEL ARAÚJO**

Paulo Ribeiro de Lima's Ford GT40 on the hill. Below: locally built UMMs

Carlos Dias Pedro in his Alfa Romeo GTAm. Top: exotic set lit up for the evening party

If imitation is the sincerest form of flattery, then Goodwood should feel rightly proud that Portugal's Caramulo Motorfestival exists. Held from 5-7 September, this year marked the 19th running of the event that has grown to become its country's leading motorsport gathering, attracting 80-100,000 visitors over three days. Organised by the Museu do Caramulo, it truly engulfs the host village, which is situated on the southern slope of the Serra do Caramulo Mountain range, 90 minutes from Porto.

Like Goodwood's Festival of Speed, the Portuguese meeting is centred around a hillclimb, with an eclectic mixture of classic and

STOP
POWERSHIELD
SHIELD
Gulf

19
506
517
107
104
27

Spectacular views at the top of the hillclimb. Below: Bugatti powers away

Industry mogul Carlos Tavares' Chevron B21 72/16

modern, road and racing cars and motorcycles starting in the village and finishing nearly 3km later facing the Serra da Estrela, the Portuguese mainland's highest peak (see p12). Unlike the famous British event, though, this one is free for spectators, being largely funded by car manufacturers for whom it has also become a *de facto* motor show. And while Caramulo can't yet match the overall scale and content breadth of its UK counterpart, there are sufficient activities – including a superbly curated car museum, spectators' classic car and motorcycle zones, an automobilia fair, and an impressive collection of WW2 vehicles – to keep both enthusiasts and families entertained.

Reassuringly, there is a marked bias towards classic machinery within the hillclimb's entry list, with each driver in each class opting for one of two challenges: Chronomasters (essentially a regularity, based around average speeds), or Speedmasters (an outright timed assault).

Among the more extreme vehicles entered this year is an ex-Group 44 team Jaguar XJR-5, the bellowing roar from its mighty V12 bringing cheers from the startline crowds as driver Aart Bezemer fights to keep the sports-prototype in a straight line up to the first bend. Other big-engined classic racers follow suit: Paulo Ribeiro de Lima's Ford GT40 looks magnificent in its blue-and-orange Gulf livery, while Paulo Salvador's menacing 400bhp, 5.7-litre AC Cobra has the ability to scatter small children with every blast from its side pipes.

There is a healthy showing of classic rally machines, too. José Couceiro's wonderfully patinated, ex-Colin McRae/Derek Ringer 1993 Subaru Impreza 555 is perfect for the hill. "With four-wheel drive, it's like driving on rails," José remarks. There is also no shortage of Martini Racing-liveried Lancia models, with Pedro Caldeira Dias and Paulo Docouto fielding, respectively, standard- and wide-bodied Delta HF Integrale Evo IIs, and Paulo Grosso aboard a rare and immaculately prepared 037. Predictably, one of the most dramatic cars in this group is Carlos Pinho's more recent WRC Ford Fiesta, for which Sunday morning's rain appears to make no difference to his furious pace on the increasingly greasy surface.

Celebrity drivers have graced the event many times before, with past guests including rally legend Markku Alén and, only last year, Emerson Fittipaldi. This year, ex-Formula One star John Watson is invited to mingle with the many

Left: Formula One legend John Watson prepares for the off in '62 Porsche 356B 1600 Super 90. Below: ex-works 555 Impreza of José Couceiro

Clockwise from above: Chris Tamblyn's '53 XK120; Paulo Docouto's Integrale Evo II wide-body with Pedro Caldeira Dias' Evo II; Pedro Filipe's 1924 Bentley; Jaguar XJR-5

autograph-hunters before taking to the hillclimb in a 1962 Porsche 356B 1600 Super 90. Even on a steady sighting run, his smooth command of the little Porsche's controls is a joy to behold. "It's a challenging hill, with a sequence of rights and lefts, and pretty quick in places," concludes John after his first rapid ascent. "The only hill that I can think of that might be quicker than this is Craigantlet in Northern Ireland."

Another well-known racer and petrolhead is Portuguese native Carlos Tavares, the former chief executive of global car giant Stellantis. Chatting while he waits his turn to go up the hill in his ex-Roger Evans Chevron B21 72/16 sports-racer, he is clearly a fan of this meeting. "The atmosphere here is so passionate – it's an absolutely fantastic event," he enthuses. And the hillclimb? "Almost all the corners are blind; you are between the guardrails, and everything is on the entry, so everything is down to courage."

Caramulo's streets and parks are fully optimised in the name of the Motorfestival. A short walk up from the event's epicentre brings you to the automobilia and trade fair, a neatly laid out row of stalls selling everything from automotive art (John tells me he has signed a painting of himself, which must have quadrupled its value) to F1-branded apparel. Nearby is the Parque de Clássicos, one of a number of spaces around the village set aside for visitors' own classic vehicles. It's hugely diverse – think Bicester's Sunday Scramble in terms of variety: in just one row you can spot a Rover 800, a Sunbeam Alpine, a pair of UK-registered AC Cobra replicas, a BMW 2002 turbo and a Citroën DS, among hundreds more.

A must-see, though, is the Museu do Caramulo itself, located just a few yards from the startline. As well as housing an exceptional art collection, represented by the likes of Picasso and Vieira da Silva, it's also home to an extensive display of classic cars and 'bikes. Here, a 1911 Rolls-Royce Silver Ghost shares space with a long line of veterans, followed by a raft of prestigious pre-war motors, including a Bugatti Type 35B racer

C&SC'S CARAMULO FAVOURITES

1929 MORGAN-JAP SUPER AERO

This is Iain Stewart and Graça Cardoso-Stewart's third time at Caramulo, and judging by the grins on their faces returning from the first of Saturday's runs, it won't be their last. Their JAP-twin-powered Super Aero produces c75bhp, or up to 100bhp running on methanol. "The course is very unforgiving," says Iain, "with lots of stone walls and sheer drops if you get it wrong, but the Morgan performs well here: we're seeing 80-90mph at the fastest point."

1985 RENAULT 5 GT TURBO

For this year's event, driver Edgar Fortes was reunited with this Renault 5 GT Turbo for the first time since he won the Group 5 Portuguese National Rally Championship in it 40 years ago. The very first GT Turbo to appear in Portugal at the time, the car was maintained by Renault expert Moisés Martins after its retirement, and then acquired and restored by the Museu do Caramulo, which returned it to the original livery in which it competed in 1985.

1965 SAAB 96

Orlando Patrício's passion for two-stroke 96s started as a child, when his grandfather began importing Saabs into Portugal. His '65 example started life as a standard car, but has now been uprated with disc front brakes and a triple-carb conversion. Since the car has no auto-lube, its freewheel is essential to avoid piston seizure, off-throttle. "People love the sound and the smell from its exhaust," says Orlando. "It's not perfect for this course, but I still love driving it."

GOODING CHRISTIE'S

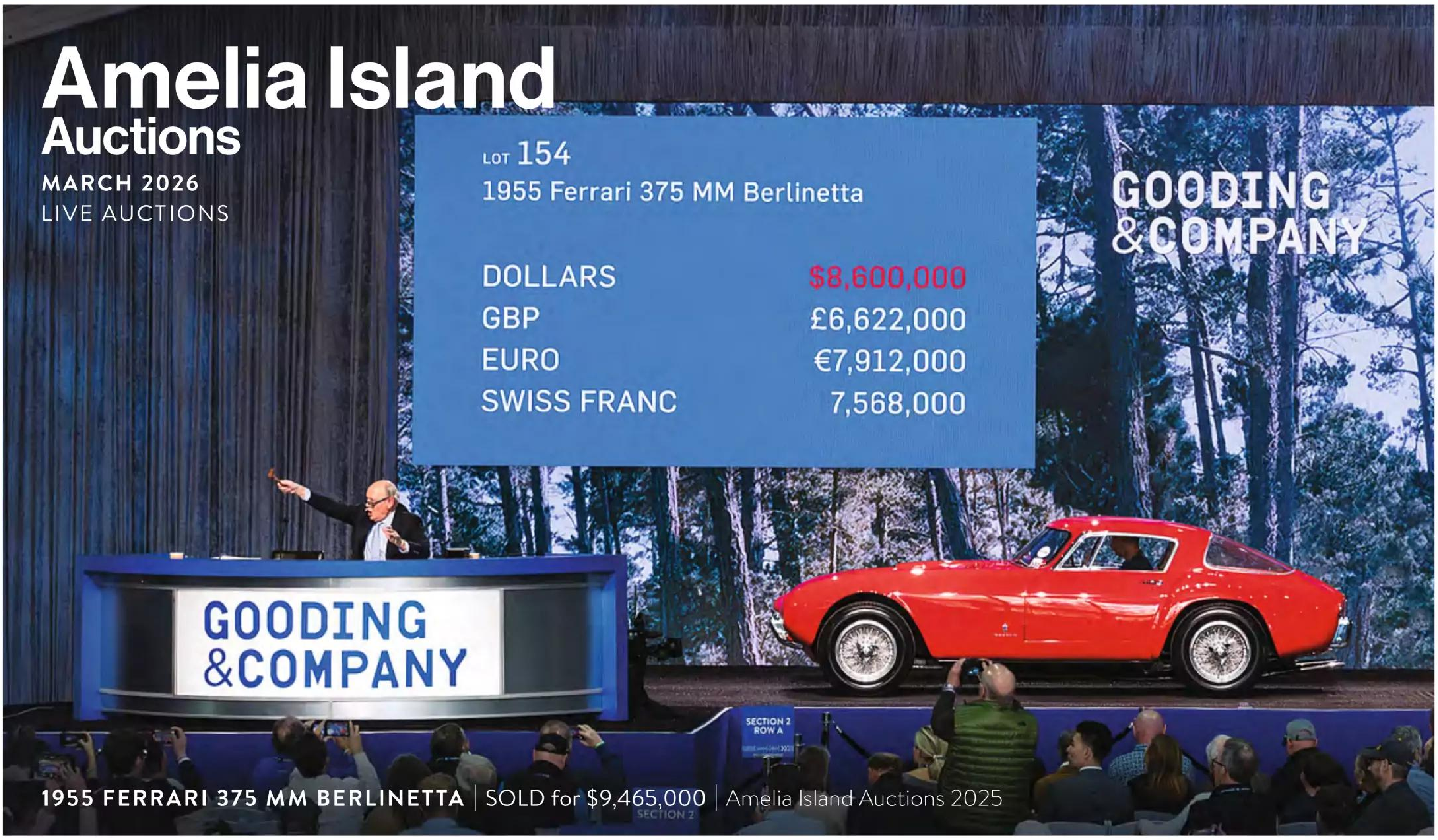
AUCTIONS & PRIVATE BROKERAGE GOODINGCO.COM +1.310.899.1960

Rétromobile Paris
Auctions

28 JAN–1 FEB 2026
LIVE AUCTIONS

PARIS EXPO
PORTE DE VERSAILLES

1958 FERRARI 250 GT CALIFORNIA SPIDER
The Third Long-Wheelbase Ferrari California Spider Built | Ferrari Classiche Certified
Coachwork by Scaglietti | Chassis 0923 GT


LOT 154
1955 Ferrari 375 MM Berlinetta
DOLLARS $8,600,000
GBP £6,622,000
EURO €7,912,000
SWISS FRANC 7,568,000
GOODING & COMPANY
GOODING & COMPANY
SECTION 2 ROW A

Amelia Island
Auctions

MARCH 2026
LIVE AUCTIONS

1955 FERRARI 375 MM BERLINETTA | SOLD for $9,465,000 | Amelia Island Auctions 2025

Now Inviting Consignments

CONTACT A SPECIALIST TODAY: INQUIRY@GOODINGCO.COM

Experience Extraordinary

Portugal's active classic-vehicle community turns out in force for the busy festival

Museu do Caramulo includes some impressive WW2 displays with working vehicles

Collection of Emerson Fittipaldi's racers

Pedro Villas-Boas and his 1933 MG J2

and T57C Atalante. A beautifully restored Ferrari 195 Inter and a Lamborghini Miura P400 SV are post-war highlights, while a quite stunning collection of Emerson Fittipaldi's past racing cars (alas, only temporary) only serves to delay your exit from the museum.

Back outside, it's a short walk to Caramulo's main paddock – one of many dotted around the village – for a heady mixture of vintage to modern competition cars. Pedro Filipe has entered his 1924 Bentley 3/4½ Litre, bought new by the Brenninkmeijer family, founder of the C&A retail group. William Metcalfe installed its 4½ Litre engine, and when Pedro travelled to the UK to collect the car he first used it to compete in the Next Generation Rally, before driving it home to Portugal, covering 1000km on the first day alone.

'The main paddock is one of many, with a heady mixture of vintage to modern competition cars'

Antonio Paiva and son Luis have brought their Vauxhall Chevette HSR recreation, complete with Tony Pond tribute decals. The car started life as a basic Chevette 1.3, but is now powered by an Opel Calibra motor with a Cosworth head. But the Ferrari 328GTS just across the way is the real deal; owned by Rui Alexandre Manso Gigante, it was originally a UK car, but ordered as a left-hooker. "It was my dream car from the age of 10," Rui says. "This is the fourth time I've been here, but it's the first time I've driven on the hill."

Another machine well suited to Caramulo's demanding course is Luís Mendes Leal's rare Lotus Seven S4, which he's owned for two years and is one of around 30 Caterham and Lotus Sevens in Portugal. "The Lotus is great on this track," he says. "You can see everything going into the corners; it's an incredible experience."

While the first two days of the festival are bathed in sunshine, overnight showers mean that conditions on the hillclimb course are very challenging on Sunday morning. Nevertheless, expat Briton Chris Tamblyn offers me a ride up aboard his fabulous '53 Jaguar XK120 roadster, which he has now owned for 50 years. As a parting shot to the Caramulo Motorfestival, it is priceless, with Chris gently coaxing the historic racer up the scenic course, the sharp report from its exhaust echoing through the surrounding woodland. We join a gaggle of other classics at the top of the hill, admiring the perfect vista, and vow to meet again next year.

JOINING THE SOCIAL CLIMBERS

I'm certainly not going to worry Pedro Salvador who, driving a Juno CN11 at the 2013 festival, set a 1 min 18.2 secs course record on the 2850m hillclimb. Then again, I've never driven here before, and this is my first time in the Museu do Caramulo's beautifully prepared 1962 Alfa Giulietta Spider Veloce.

Fortunately, the pressure is off, since I'm only down for a demonstration run, but I'm still slightly apprehensive as I pull up to the startline, with hundreds of eyes on what I hope will be a crowd-pleasing getaway. Blushes spared, the AlfaRomeo's little 1.3-litre twin-cam warbles away up the initial straight into a gentle right-hander, taken flat in second gear. The course – its smooth Tarmac surface bordered on both sides by Armco – then develops into a succession of flowing right- and left-hand turns of increasing severity, each of which varies slightly in length, but – satisfyingly – all enjoying constant radii.

At around the three-quarter point, the track descends slightly, and we're briefly into third for the first time before downchanging again for a sharp left, which, after a flat right-hander, takes us up to the finish. We've ascended around 150m, on what has to be the most rewarding hillclimb I have ever driven. The view at the top, looking across to Serra da Estrela, the Portuguese mainland's highest mountain peak at 1993m, is the icing on the cake.

RM | Sotheby's

2017 Pagani Zonda 760 Riviera
Estimate: $9,500,000 - $10,500,000 USD

INVITING CONSIGNMENTS

ABU DHABI | 5 DECEMBER 2025

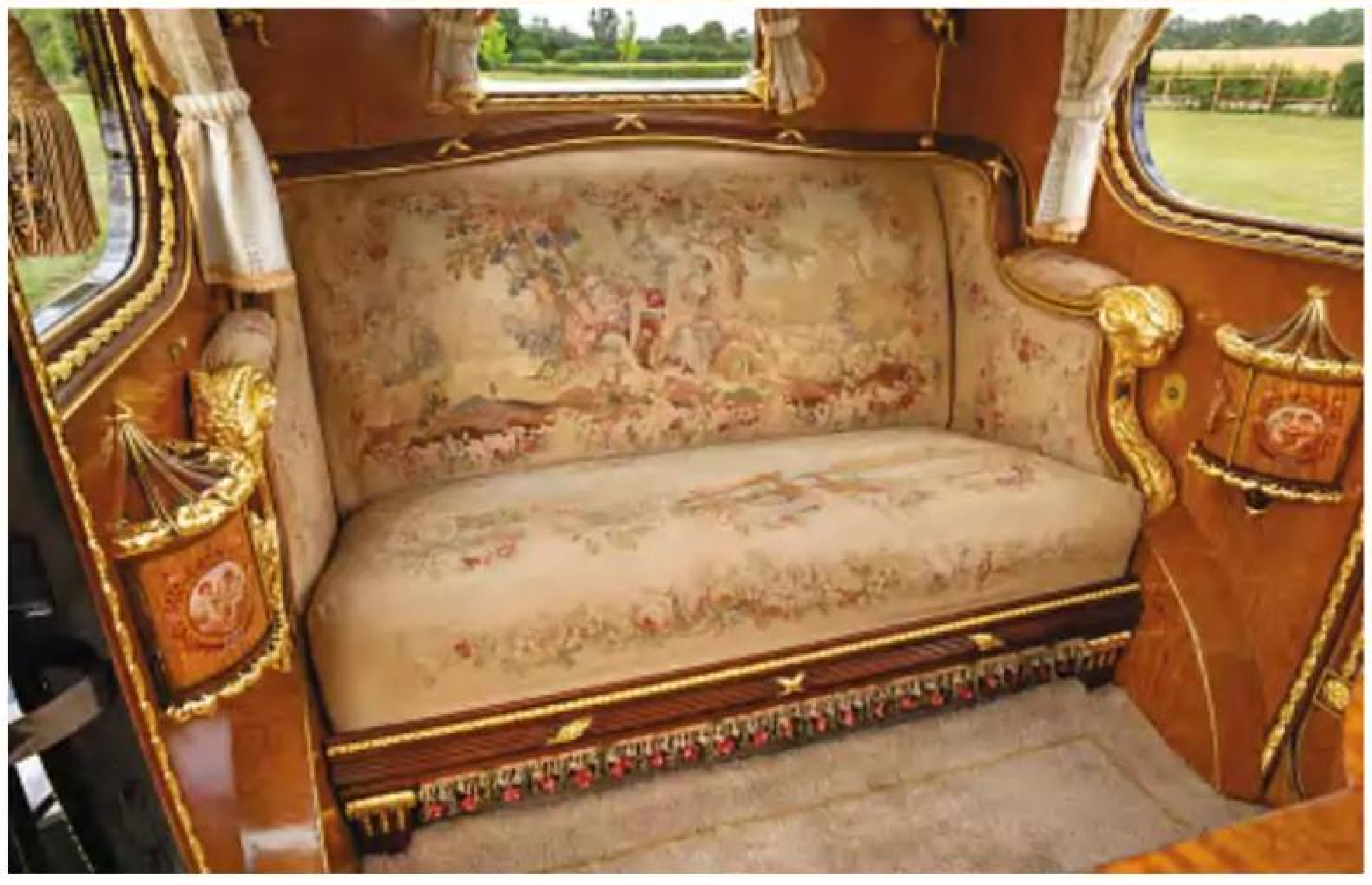
AN UNMISSABLE CELEBRATION OF LUXURY
IN THE HEART OF THE MIDDLE EAST

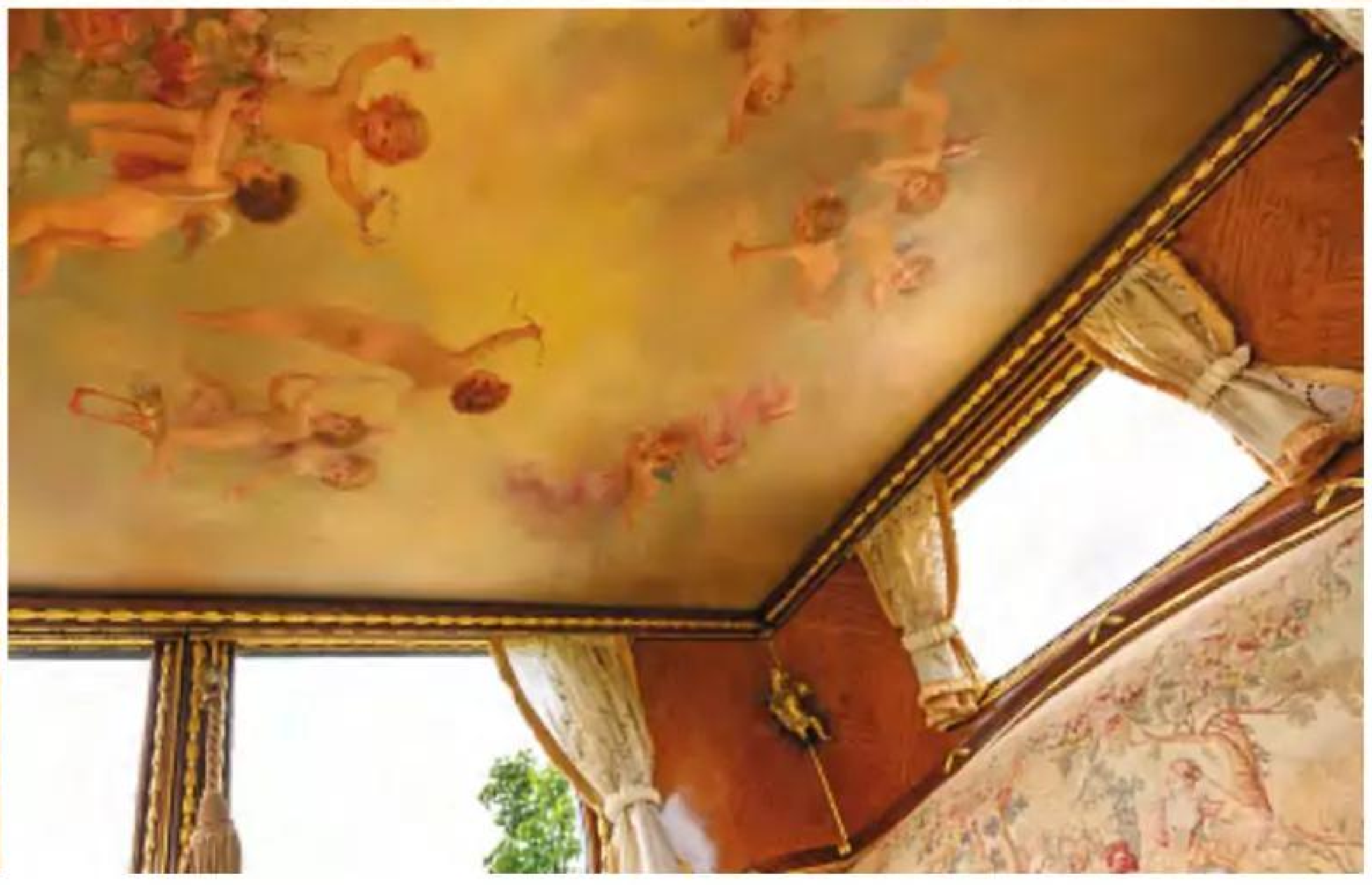
EMEA +44 (0) 20 7851 7070
NORTH AMERICA +1 519 352 4575

info@rmsothebys.com

Start your journey here
rmsothebys.com

Remarkable interior (below) of the 'Phantom of Love' helped it to Best in Show. Bottom: Hispano inherited 1920s honours





A CONCOURS LOVE STORY

The exquisitely detailed 1927 Rolls-Royce 'Phantom of Love' captured Best in Show at the Concours of Elegance, held at Hampton Court Palace from 5-7 September. Commissioned by Woolworth's financial director in the UK, Clarence Gasque, for his wife, the heiress of the American retail company, the Phantom I was bodied by Charles Clark & Son Ltd of Wolverhampton to an extravagant specification that took 10 months to complete, at a cost of £6500. Its showpiece interior trim remains remarkably intact, complete with French tapestries and neat details such as hidden lights in the ceiling's gilded cornice. After Gasque's untimely death in 1928, at the age of 54, the car was put into storage and only sold on in 1952 to collector Stanley Sears. Careful ownership since has preserved it in the condition that won the approval of its fellow concours entrants to take this year's overall crown.

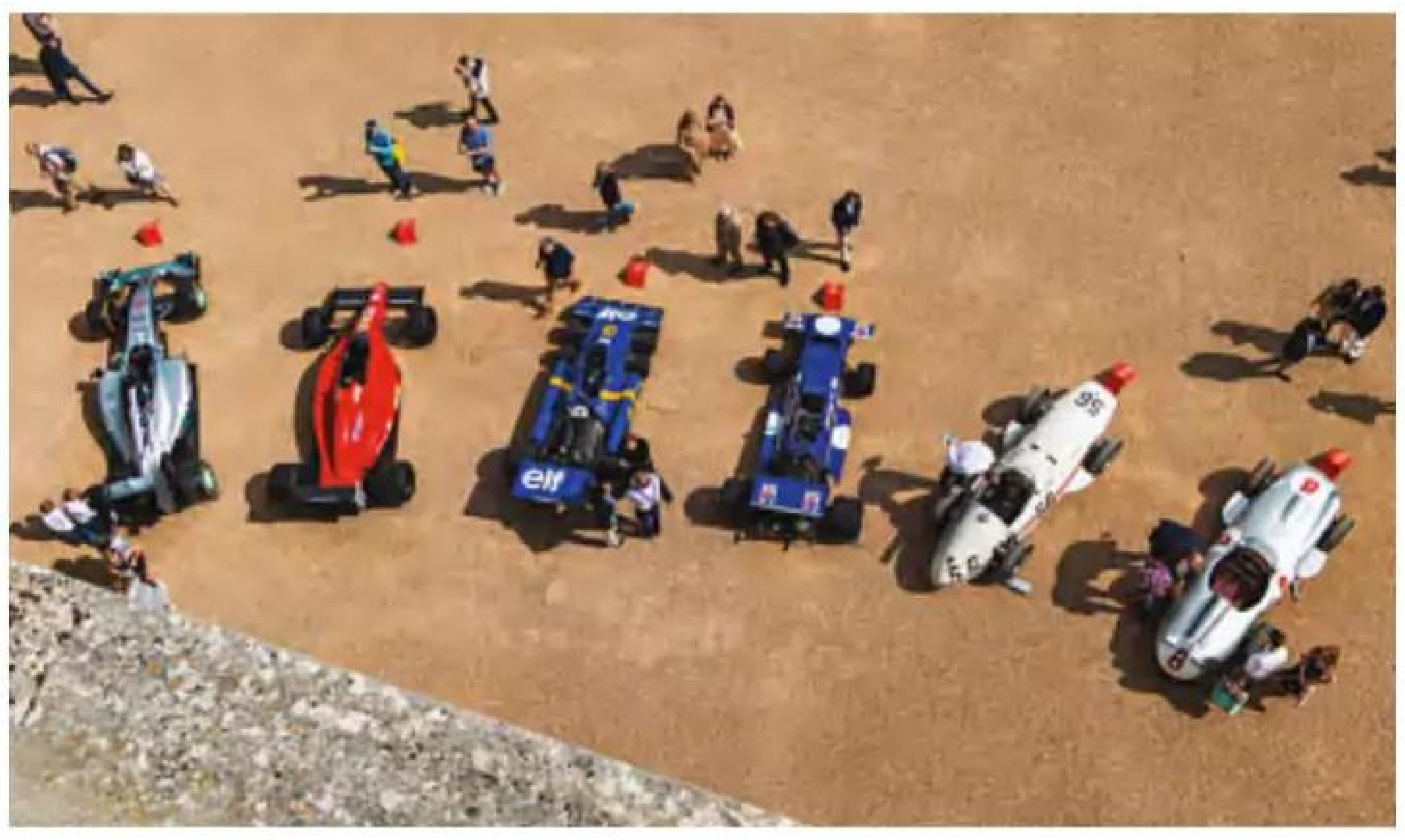
This result meant that the 1924 Hispano-Suiza H6C Boulogne Short Chassis Saloon stepped up to take the 1920s class, continuing its deserved recognition after an epic restoration by Jonathan Wood. Originally belonging to Lieutenant Glen Kidston RN, the car was located by his nephew, Simon, in New Zealand in 2018, along with its original Hooper bodywork specifications for the meticulous rebuild. It was further honoured with the Spirit of Motoring Award.

Another resurrection of history was victorious in the pre-1920s category, with the 1914 Bugatti Type 13 discovered in pieces by collector Uwe Hucke in Nice, then sympathetically rebuilt by Walter Heale with original parts to its highly patinated current state.

The '30s class brought arresting elegance, including a 1936 Bentley 3½-litre, one of three cars built to Curvilinear Coupé specification by Gurney Nutting; the ex-Eva Braun 1939 Horch 855 Spezial Roadster by Gläser; and a beautiful 1936 Delahaye 135M Convertible with Alphonse Guilloré coachwork that was runner-up in the class. However, they were all eclipsed by the 1939 Lagonda V12 Rapide dhc fitted with the Sanction IV competition engine and a James Young drophead coupé body.

Another Delahaye took second place in the 1940s category, with the freshly renovated 1947 135MS taking a bow with its gleaming Letourneur et Marchand teardrop shape. Also making its post-restoration debut at Hampton Court was the class-winning 1940 Bugatti Type 57 Atalante that wore unique sheet metal created by abstract painter and sculptor James Jacques Brown, after he recovered the bare chassis from its storage during WW2.

Fiskens brought along the final works Porsche 962 chassis



Formula One set spanned Maserati 250F to Mercedes W05

Restorer Walter Heale in Brescia; Levitt-winning Peugeot

TOM SHAXSON/CHARLIEB/TIM SCOTT

Graber Aston DB2 secured Royal Automobile Club Trophy

A 1957 BMW 507, 1962 Ferrari 250GT California Spider and rare right-hand-drive 1972 Iso Grifo took honours in their respective decade groups, while the 1988 Aston Martin V8 Vantage Volante first built for the future King Charles III was given the prize for the 1980s. A Future Classics award welcomed a broad spectrum of supercars, with runners-up including a 2007 Mercedes-Benz SLR McLaren and 2025 Ferrari SP3 Daytona, behind the winning 1994 Bugatti EB110 America.

Forming a display in front of Hampton Court Palace, facing the Great Fountain Garden, was a five-car celebration of 75 years of Formula One. Mercedes-Benz Classic's ex-Juan Manuel Fangio 1954 W196R sat next to the ex-Jean Behra Maserati 250F, wearing the distinctive white and red livery in which it took third at the 1956 Monaco Grand Prix. A 1970 March 701 and the 1977 Tyrrell P34 six-wheeler illustrated the journey of Ken Tyrrell's championship-winning team, while the modern era was represented by a 1989 paddle-shift Ferrari 639 and a show example of the 2014 Mercedes W05 Hybrid in which Lewis Hamilton won the modern team its first constructors' world title.

The Club Trophy, presented by the Royal Automobile Club, drew judges to another varied set of cars, but it was the pretty, Graber-bodied 1952 Aston Martin DB2 drophead coupé that emerged the victor – and recipient of a place in next year's main event. Delivered new to Zurich, the car featured servo-assisted brakes and was upgraded to 125bhp Vantage spec, although it has since been pushed to 140bhp. Close contenders for honours included a 1974 Maserati Frua Quattroporte and a superbly restored 1994 Jaguar XJS.

A 1983 Toyota Sprinter Carib 4WD won the Thirty under 30 concours for younger enthusiasts, the compact estate recognised for the extraordinary restoration by Udara David of his childhood car, recovered from Sri Lanka in 2017 and later fitted with a twin-cam 4AGE engine. Another modern classic was given credit in the Restoration Showcase, as *C&SC*'s Mick Walsh awarded AutoRARA for its fine work on a once careworn 1990 Peugeot 205 GTI 1.9.

Meanwhile, the Levitt Concours for female owners was won by Kelsie Whittemore's 1904 Peugeot Type 64B. Kelsie realised her veteran motoring dream in 2022 by purchasing the 111-year-old car and has taken part in the London to Brighton Run each year since.

C&SC AWARDS CLUB WINNERS

The *C&SC* judging team was once again tasked with picking the finest cars among the varied club displays, with Saturday's prize going to Diana and Richard Balsdon for their '81 Rolls-Royce Camargue (above). "When we bought it 25 years ago, it was rather controversial," said Diana, "but we've loved it. The body had a respray a while ago, and this year's treat was a set of new carpets." Finished in its original Mistletoe Green, it stood out among the more traditional fare, but cuts a more fashionable figure lately. "It seems to be back in vogue," concurred Richard. Used for high days and holidays, the Camargue covers only hundreds of miles a year – "We've never taken it abroad," admitted Diana – but it looked perfectly at home cruising Hampton Court's gravel.

Sunday's winner was Paul Fereday's 1971 Marcos 3-Litre GT, with spectacular Porsche Tangerine paintwork and Volvo 164 straight-six power (below). "I've had it four years," said Paul, "but the restoration was by the late Geoff Phillips – he'd have been chuffed with this win. It has a servo, a five-speed Ford Type 9 gearbox and a limited-slip diff, but is otherwise factory-correct. I restored a Marcos with my dad, Alan, in the 1990s, and when Jem Marsh saw it he offered me a job. We became the agent for London and the south-east, but when family came along I lost interest in cars. Then I saw our old demonstrator for sale and bought that, but sadly lost it in a fire; I used the insurance money to get this. It handles very well and I drive it like a hooligan – just don't tell Geoff!"

Auriga Collection's 1936 Mercedes 500K took a popular Best of Show. Below: fabulous Ferrari 410 was People's Choice

Party time at the palace

The glamorous Salon Privé concours celebrated its 20th anniversary from 27-31 August with its busiest show to date. In total, more than 28,000 enthusiasts attended the five-day event held at Blenheim Palace in Oxfordshire, where a 1936 Mercedes-Benz 500K Spezial Roadster was crowned Best of Show as it made its first public appearance since 1997.

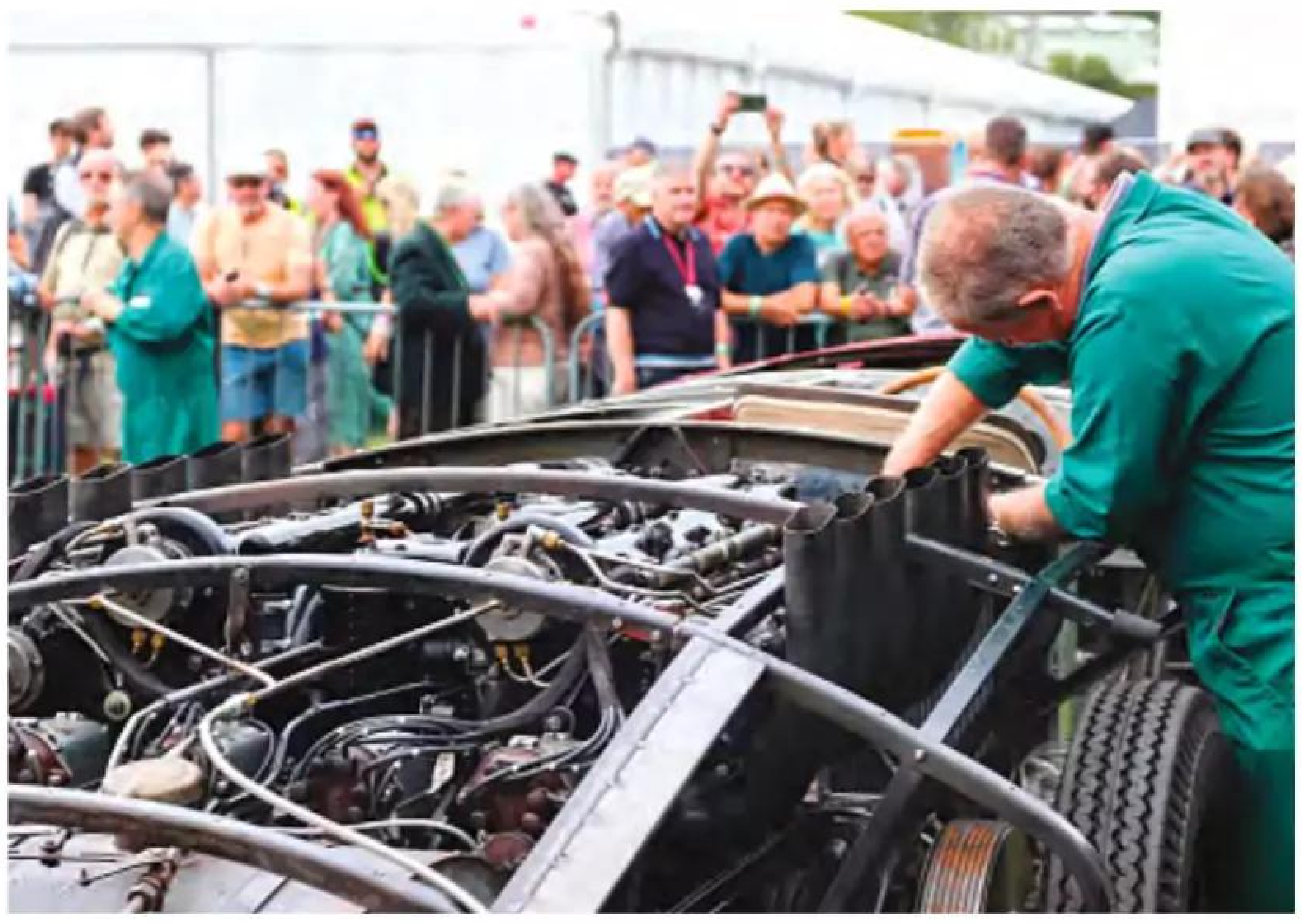
Owned by the Auriga Collection, the one-of-12 drop-top was designed and built by Mercedes-Benz's in-house coachbuilder in Sindelfingen, Germany. The three-owner car – a class winner at Pebble Beach in 1997 – also scooped first-place trophies in both the Pre-war Open and Most Exceptional Coachwork categories.

Anne Brockinton Lee's fabulous 1956 Ferrari 410 Superamerica by Pinin Farina was runner-up in the Best of Show contest, and was also awarded the People's Choice gong. Nicholas Williams' 1933 Invicta S-type picked up the Salon Privé Club Trophy, on display with the Invicta Car Club as part of a celebration of the marque's 100th birthday. The new Concours de Vente, a competition for specialists and restorers, was won by French dealer Eric Broutin for his De Tomaso Pantera Group 4 racer. Modern classics topped the Multi-Marque Lifestyle Club Trophy and Single-Marque Club classes, with a 2005 TVR Sagaris and a 1994 Jaguar XJS, respectively.

Other winners included a 1971 Mercedes-Benz 280SE 3.5 Cabriolet, a Bentley R-type Continental by HJ Mulliner, a 1964 Alpine M64 and a 1933 Duesenberg SJ Dual-Cowl Phaeton by La Grande.

Segrave's Sunbeam stirs

As the International Autojumble returned to Beaulieu from 6-7 September, the National Motor Museum took the opportunity to start up one of its Sunbeam 1000hp's 22.5-litre V12 aero engines in public for the first time in 90 years. It plans to return the Land Speed Record car to Daytona Beach, Florida, in 2027 to mark the centenary of Major Henry Segrave's 203.79mph run. "This remarkable moment celebrates the legacy of the Sunbeam and fuels the excitement as we move closer to completing the restoration," said the museum's CEO, Dr Jon Murden.



In the autojumble, Edward Day, who arrived in a 1943 Bedford QL military truck, was presented with the Best Stand Award by Lord Montagu. The trophy was donated by Lolly Lee in memory of her father, Terry, a passionate autojumbler. The new-for-2025 Classic Car Park was filled with a variety of vehicles, and Show Favourite accolades were awarded to a 1958 Morris Cowley ½-ton van and a 1965 Alvis TE21. Artist Maxime Xavier showed her latest project, Spirits of Genius, a hand-painted Rolls-Royce Silver Spirit inspired by artists including Hokusai and Andy Warhol. Meanwhile, customiser Andy Saunders (*C&SC*, July 2024) displayed his recreation of the lost 1967 Dodge Daroo show car.

KEEPERS OF THE FLAME
The National Transport Trust has announced this year's Lifetime Achievement Award and Young Preservationist of the Year. The former went to David McNamee, founder of the Slaidburn Steam & Vintage Vehicle Display, the latter to 16-year-old steam enthusiast Jonathan Clark (above).

MARIO LAGUNA

GERMAN CLASSICS ON TOUR
Allgemeiner Deutscher Automobil-Club (ADAC) held its Europa Classic rally from 1-4 September in Luxembourg. The 695km route was split into four stages, and its 75 participants explored some of the country's best roads in varied classics, from VW Beetles to a pair of Mercedes 300SL Roadsters.

DAVE BROWN

MERSEYSIDE MOTORSPORT
Thousands of spectators hit the town of Southport for its Sprint Revival on 13 September, run by the Aintree Circuit Club. Laurie Hatchard retained the title in his Dax Rush Quadra, with a time of 66.14 secs, from Anthony Adams' Porsche Cayman at 66.22 secs.

START
START

NAPIER STARS AT SHERE
The 2025 Shere Hill Climb was the biggest yet. More than 250 cars took on the one-mile closed Surrey road on 7 September, with many more on display. Entries ranged from a 1921 Fiat 501 to a 1950 Cadillac Series 62, while Brooklands Museum brought the Napier-Railton for demo runs.

ICONIC®
AUCTIONEERS

SELL WITH THE EXPERTS

THE ICONIC & CLASSIC SALES
AT THE NEC CLASSIC MOTOR SHOW
8th & 9th November 2025

ENTRIES INVITED

EXPERTS IN EXCEPTIONAL
CARS • MOTORCYCLES • AUTOMOBILIA

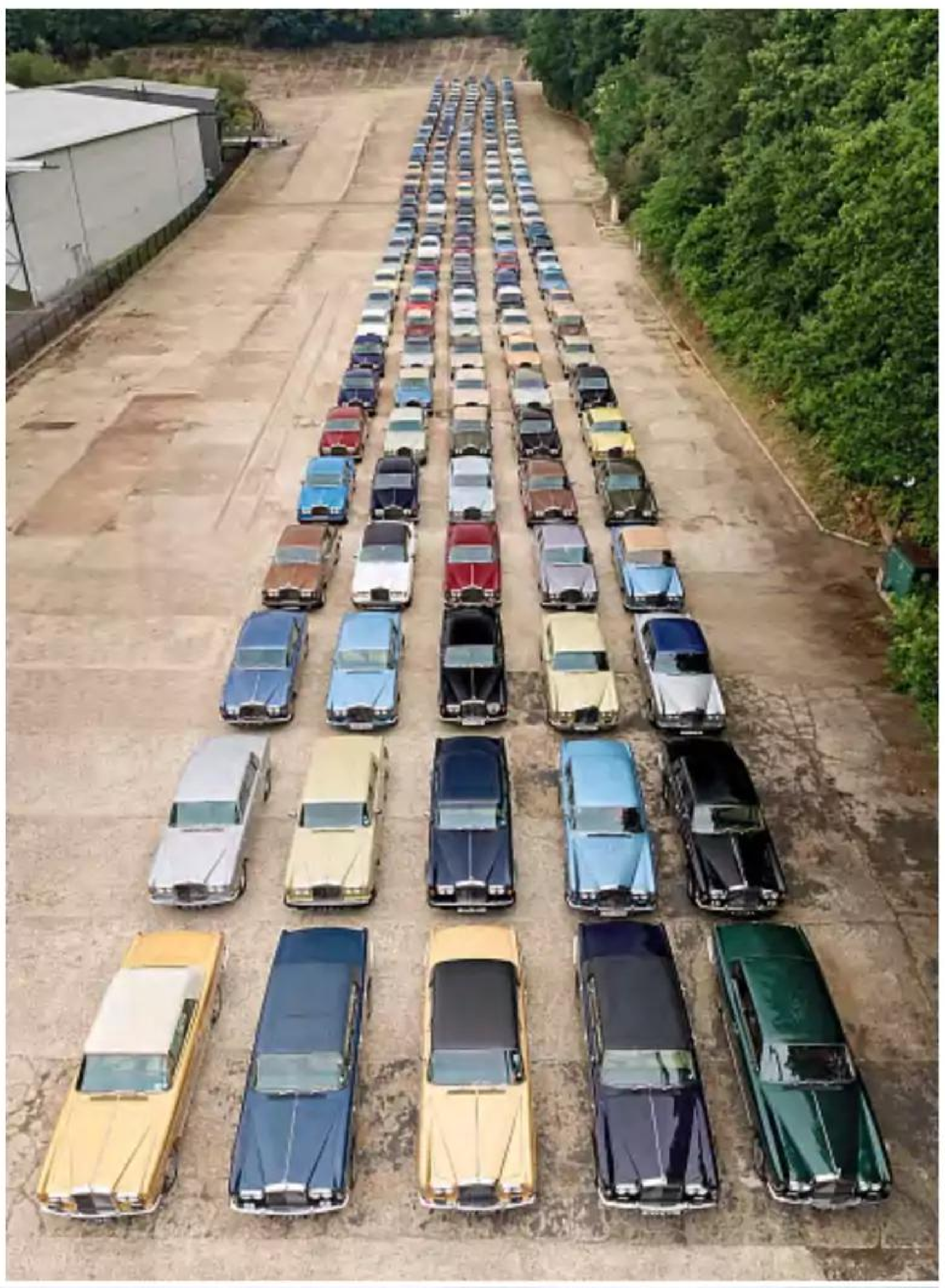
UPCOMING AUCTIONS

7- 9 Nov
The Iconic & Classic Sales at the NEC Classic Motor Show

20 - 22 Feb
The Iconic Sale at Race Retro, Warwickshire

FIND OUT MORE
SCAN ME

+44 (0) 1926 691 141
iconicauctioneers.com
enquiries@iconicauctioneers.com



RICHARD BOOTH

Silver Shadow marks its diamond jubilee

An assembly of 170 Rolls-Royce SY models at Brooklands Museum on 16 August celebrated 60 years of the Silver Shadow. Organised by the Rolls-Royce Enthusiasts' Club, a rich variety of examples based on the SY chassis, ranging from early Mulliner, Park Ward two-door saloons to later Silver Shadow IIs and Corniches, was on display.

The meeting was inspired by a period Rolls-Royce advertisement that arranged 100 cars in a five-wide line to demonstrate monthly production figures, and led by RREC board director and Silver Shadow owner Michael Marshall-Clarke.

Among the many cars from the UK, there were left-hand-drive models from the USA and elsewhere. Dutch Corniche Convertible owner Joost Van Vervelve said: "My parents took me to the UK on holidays and I fell in love with Shadows and Corniches." Another drop-top owner, Guy West of shoemaker Jeffrey-West, displayed his inspired interior retrim: "An Italian firm printed it on hides I gave them using a steel plate that moves slightly and cuts in the texture."

The event also attracted a number of other Rolls-Royce models, including seven of the rarely seen Camargue (left). Based on Silver Shadow mechanicals, this range-topping model was introduced in 1975, but only 531 were built. Production of the Silver Shadow and its more direct relations was around 40,000, and was one of the marque's most successful models, with the Corniche Convertible finally bowing out in 1996.

British airways

A RAD return to Bicester

RADwood UK was back at Bicester Motion for its annual celebration of 1980s and '90s automotive culture on 23 August, crowning a BMW 840Ci (above) as RADdest Car of the Show. It marked a return to Oxfordshire following last year's event at Chatham Docks, with laps around the Bicester demonstration track a new addition to the usual retro-themed clothing and arcade games.

Some 65 vehicles were entered in the Show 'n' Shine competition to be judged for a range of awards. The E31 BMW was helped to its overall win by a bevy of period accessories, while other prizes were granted to cars such as a Mk1 Ford Fiesta Supersport, an MG Maestro Turbo and a Honda City Turbo (above right).

Much of the show is made up by the cars driven to the event by attendees, this year with rarities including an Autozam AZ-1 – the mid-engined sports *kei*-car – and an Irmscher Vauxhall Astra GTE Mk1. Alongside wacky throwbacks such as a *Ghostbusters*-style Cadillac (top right), modern classics of the unexceptional vein were also welcome, including a Vauxhall Belmont and various Volkswagen Golfs. As at the Festival of the Unexceptional, the British Motor Museum brought one of its cars, this time a Lotus Carlton.

YOUNG GUN RECOGNISED
Kacey Burgess, 21, has won the 2025 Simon Diffey Heritage Motorsport Apprentice Award. Working for Sussex-based Road and Competition Engineering, Kacey is a Heritage Skills Academy apprentice. The prize includes racing kit, tuition, cash and free entry into an HSCC race series.

SIMON FOX

SUSSEX PRE-MEETING BASH
The Petworth Historic drew a good turnout on 11 September, the night before the Goodwood Revival, for this now traditional warm-up event in the attractive West Sussex town. Austin A35s and large American cars mixed it with Bentleys and cyclecars, with live music adding atmosphere.

RACING BMW'S TOY STORY
Paul and Ethan Foster won the UK round of the Hot Wheels Legends Tour with their Group 2-inspired BMW 3 Series at the NEC Birmingham on 24 August. They will now compete in the European final to have their car immortalised as a miniature.

STEVE PRIOR

BUCKLER *RENDEZ-VOUS*
Six cars built using the Buckler spaceframe chassis gathered on the old Transport Research Laboratory banking, at Buckler's Forest in Crowthorne, Berks, on 13 September. Organiser David Montgomery was delighted to host the cars so near to the village where the firm was based.

Barrett-Jackson®

THE WORLD'S GREATEST COLLECTOR CAR AUCTIONS®

FALL AUCTION

OCTOBER 15-18 | SCOTTSDALE

PRESENTED BY

GILA RIVER®
RESORTS & CASINOS

HUNDREDS OF VEHICLES SELLING WITH NO RESERVE

NO RESERVE // 2006 FORD GT
Powered by a supercharged 5.4-liter DOHC V8 engine with a 6-speed manual transmission. Equipped with all four options, including factory black stripes, McIntosh stereo, forged wheels and black brake calipers. 1,284 miles.

CONSIGN TODAY OR REGISTER FOR IN-PERSON, PHONE OR ONLINE BIDDING

For the current docket, bidder registration, or to speak to a consignment specialist, call 480.421.6694 or visit Barrett-Jackson.com.

Experience the Barrett-Jackson Auctions live exclusively on A+E Networks' FYI and HISTORY channels.

HISTORY fyi,

ALL THE CARS, ALL THE TIME.
Streamed live on Barrett-Jackson.com

SAVE THE DATE // JANUARY 17-25, 2026 // SCOTTSDALE

Car clubs head west for Haynes celebration

The inaugural John Haynes Classic took over the Haynes Motor Museum in Sparkford, Somerset, on 7 September, coinciding with the venue's 40th anniversary. The day celebrated the man as much as the cars he loved: John Haynes passed away in February 2019, and one of the sessions on the live stage brought his family and friends together to remember him. Other discussions considered '80s icons, the future for classic cars and programmes to engage the next generation.

Vehicles from the on-site Haynes Heritage Engineering formed a parade, but poking round the garages and some of its projects, such as an Alfa Romeo Montreal that arrived as a rolling shell, was just as entertaining.

The museum and the manuals cover a broad spread of cars, reflected in the models on show. In front of the building, the Machines and Their Manuals Zone told the stories of cherished classics including a 1989 Ford Sierra Sapphire RS Cosworth bought on 11 November 1992 with 36,800 miles on the clock and displayed with the manual the owner acquired a month later, and a 1982 Fiat 131 Mirafiori Sport that has been with its current custodian for 32 years. Others including a 1953 Massey Ferguson TE-20, 1990 VW Holdsworth campervan, 1983 VW Scirocco, 1960 Austin-Healey Sprite, 1957 Austin A35 and a De Lorean DMC-12 ensured there was something for everyone. A 1980 Morris Marina 1300L took the award for the best in this category.

The well-supported clubs area had everything from a 1924 Rolls-Royce Silver Ghost, shipped new to Kenya, to a Renault Avantime. Among the club displays, Nordik Rides was shortlisted for an intriguing line-up that included the striking, Best in Show-winning B18 Volvo Amazon estate (above) – but was pipped to the Best Club Display award by the MG SV Club's impressive set.

OBITUARY

STUART TURNER 1932-2025

Stuart Turner had no interest in rallying when he accepted the offer of a ride in his sister's boyfriend's Rover 14 on a local navigation event. When they got lost, this reluctant trainee accountant plotted a new career path. It would take him to the top of the sport – twice – as the overseer of its most iconic cars: Mini and Escort. In the process, he drew up the blueprint and rewrote the rulebook of how to win. Regularly.

His initial successes had been in the co-driver's seat, but Turner was even more effective when driving a desk. After a brief spell as rallies editor at *Motoring News*, he replaced Marcus Chambers as BMC's competition boss in '61. Its Mini had captured the zeitgeist – but not yet the hearts of drivers, who considered it a demotion after a Healey. Turner and his "joyous" team turned rallying back to front. Four fabulous, consecutive Rallye Monte-Carlo wins from 1964 – yes, we are including 1966 – were PR gold.

Having turned down an offer from Ford's Walter Hayes because he didn't want to appear disloyal, he joined Castrol in 1967. Hayes asked him again two years later – and this time got his man. The engaging Turner fizzed with energy. His many books are pithy, his after-dinner talks were always witty – and both informative. But he wasn't afraid to ruffle feathers. At Ford, he encountered freer politics and tighter budgets – and quickly canned its GT70, C100 and RS 1700T programmes. After a stint in charge of Public Affairs following the closure, in 1975, of his Advanced Vehicles Operations, in 1983 he returned to its motorsport helm in Europe. Before his early retirement, aged 58, he signed off on Group B's RS 200 and Group A's Sierra RS Cosworth.

This former editor of the North Staffs Car Club magazine never forgot his roots. For every celebrity one-make race – in Escort, Capri and Fiesta – that he organised, thousands of Rallye Sport and Ford Sport jackets were sold. The special stages of rallying's Golden Age were thronged with them because of its most astute and influential figure. **PF**

CLASSIC & SPORTS CAR

From the archives

There's so much to love in the April 1992 edition of *C&SC*. This was our 10th-anniversary issue, a milestone marked by a 32-page retrospective. Team members recalled the best and worst cars they'd driven, favourite images and events, and remembered the many icons who had died since *Classic and Sportscar* (as it started life) was founded.

I won't share all the treats from this labour of love, but in the collection of best quotes, I particularly liked this from then-editor Giles Chapman: 'I bought a Vanden Plas 1300. If this is anyone's absolute, ultimate, all-time and forever dream car, then they should eat more cheese just before retiring for the night.'

In the issue proper was an epic 21-car test. 'Prices are lower than they've been for ages, but which classic cars represent the best value?' we asked. If you don't want to be reminded of how cheap some of your favourites used to be, look away now.

Datsun 260Z or Fiat X1/9? £2500. Alfa Giulia Sprint GT? £5050. Porsche 911E? £6995. De Tomaso Longchamp? £8950 – 'Too subtle for its own good. What other supercar can you get for this money?' we said.

After you've spent the rest of the day crying over opportunities missed, Martin Buckley's Ford Granada Ghia vs Volvo 262C vs Audi 100S triple test on p138 might be just the tonic. **LP**

A subscription to *C&SC's* fully searchable digital archive can be accessed via web, Android and iOS devices. To sign up, visit themagazineshop.com/ca25ed/csc/

POSH PAWN

LOAN AGAINST

YOUR CLASSIC & SPORTS CARS

UK-WIDE SERVICE

Award-winning service across the whole of the United Kingdom.

AS SEEN ON TV

Prestige Pawnbrokers. The **stars of Channel 4's** tv show Posh Pawn.

NO CREDIT CHECKS

We **do not require any credit checks** — just fast, hassle-free cash.

Visit 'poshpawn.co.uk' for Terms & Conditions. Authorised and regulated by the Financial Conduct Authority for credit related activities under registration number 676907.

Call Now: **0808 134 7224** or Scan the QR Code for a **Free Valuation**

Clockwise: Bryant lights up his Lotus Fifteen's tyres in the Sussex Trophy; MG NA Bellevue Special; Kristensen dominated St Mary's Trophy in T-bird; Alta dices with Maserati 8CTF in the Goodwood Trophy

STARS ALIGN FOR REVIVAL

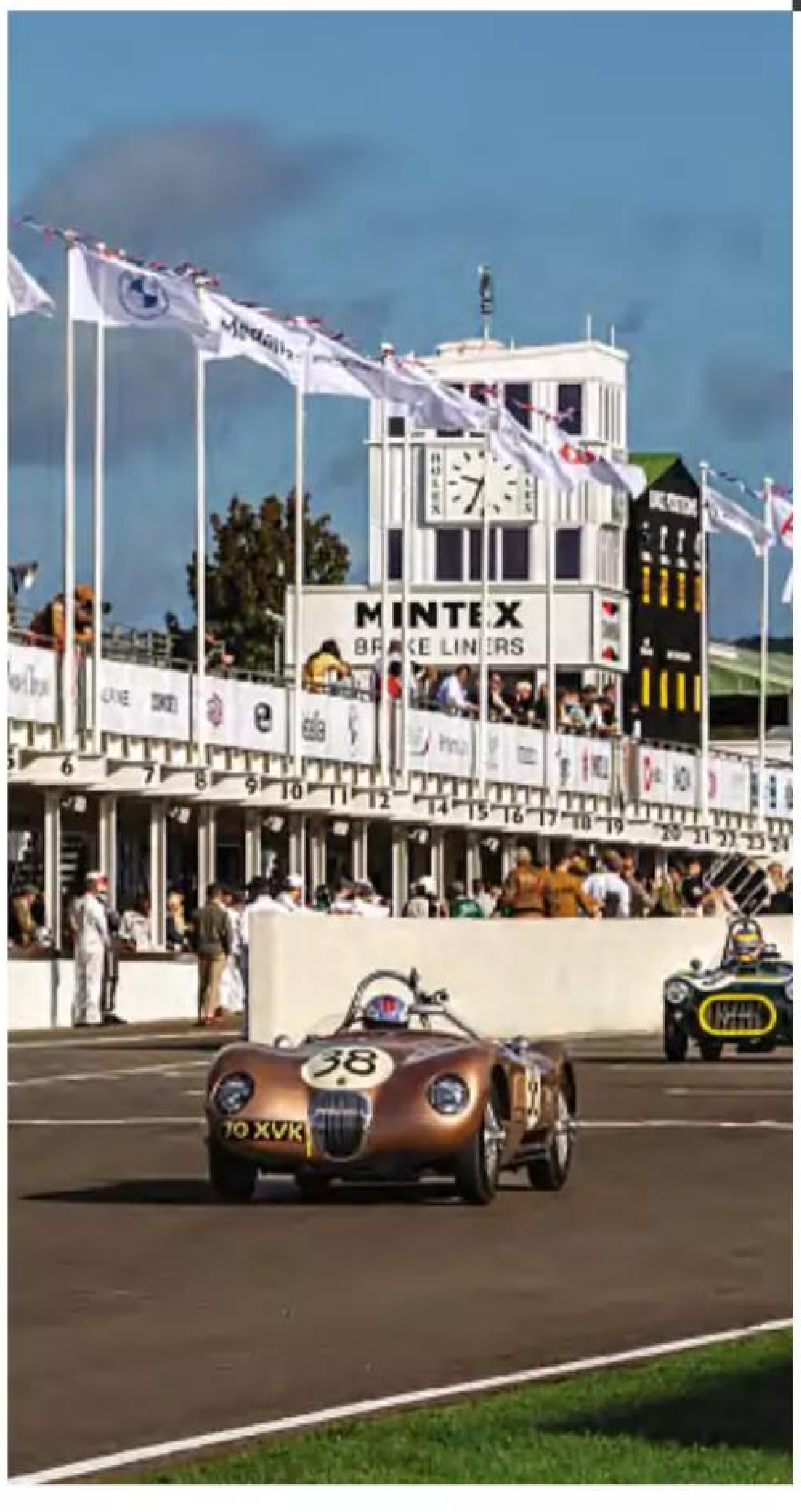
Jenson Button joined the ranks of Goodwood Revival winners when he and Alex Buncombe took the 2009 Formula One champion's ex-Juan Manuel Fangio Jaguar C-type to a commanding victory in the Freddie March Memorial Trophy, the opening race of this year's 12-14 September edition. It wasn't straightforward, though. Button started on pole, fell back and regained the lead with an audacious move on Bill Shepherd (Ford Thunderbird 'Battlebird') on lap three at St Mary's corner. He handed over to Buncombe with a big buffer, when heavy rain hit, but Buncombe's supreme car control in the fading light took the pair to a popular win by more than a minute from Sam Hancock and Theo Hunt (HWM-Jaguar).

On the damp Saturday morning, Mark Gillies (ERA A-type R3A) and Patrick Blakeney-Edwards (Frazer Nash 'Fane' Monoposto) proved to be the class of the Goodwood Trophy field, split by 1.898 secs at the flag, with Gillies ahead. Then, in the Madgwick Cup, Will Nuthall (Elva-BMW MkVII S) went around the outside of the similar car of polesitter Max Bartell at, appropriately, Madgwick for the first time to take the lead, but at the same place two laps later Olly Birkett (Elva-BMW MkVIII) got the advantage. After a pause for a red flag, the rain was back for the restart of what was then a 10-minute sprint, claimed by Nuthall after a second red flag for an off by a distraught Birkett.

A drying track welcomed the all-star St Mary's Trophy Part One, during which nine-time Le Mans winner Tom Kristensen (Ford Thunderbird) fought back from fifth at the end of lap one to win by 2.287 secs from Steve Soper (Ford Fairlane), after taking the lead on lap 15. Part Two on Sunday for the cars' owners had varying amounts of rain, and in the end was all about the Mk1 Jaguars, with James Dorlin in the Lister car holding off Chris Ward and Grant Williams to win. In the final combined classification, Gordon Shedden and Ward were on top, from Alex Brundle and Dorlin, followed by Soper and Alex Thistlethwayte.

Another red flag, this time in the Fordwater Trophy, resulted in a second 10-minute dash to the chequer. Andrew Smith (Porsche 904 Carrera GTS) got out in front and just stayed ahead of the chasing Lotus Elan 26Rs, led by the Shapecraft of Michael O'Brien. There was drama in the noisy Whitsun Trophy, much of which was all about a captivating duel between Nick Padmore and Brundle, both in Lola T70 Spyders. Leader Padmore pulled off on lap 17 with a mechanical issue, easing the pressure on Brundle, who claimed his maiden Revival win two laps later by 8.124 secs.

The busy, two-driver Stirling Moss Memorial Trophy closed Saturday's action. It was soon hit by a safety car and a red flag. On the restart, the E-types of Richard Kent and James Cottingham were in front, the latter getting ahead but forced to retire a few laps later. Kent and Matthew Holme (Shelby Cobra) were 1-2 until the pitstops, when Ward and Andrew Jordan, respectively, took over. Rain began to fall, but Jordan was still cutting Ward's advantage. At the end of the penultimate lap, Ward pulled off with a problem, leaving Jordan to win "one of the most stressful" races. The Cobra of Gregor Fisken and Dario Franchitti was nearly a minute back in second.



ROLEX

Jenson Button and Alex Buncombe took a commanding Freddie March win

Ward/Kent E-type battles the Cobra of Stirling Moss Trophy victors Holme/Jordan

JAYSON FONG

The Chichester Cup's front-engined Formula Junior entrants were relieved it was a dry start to Sunday. Ray Mallock (U2-Ford Mk2) made a super getaway from pole, but was soon overcome by Stuart Roach (Alexis-Ford Mk2), who proved untouchable.

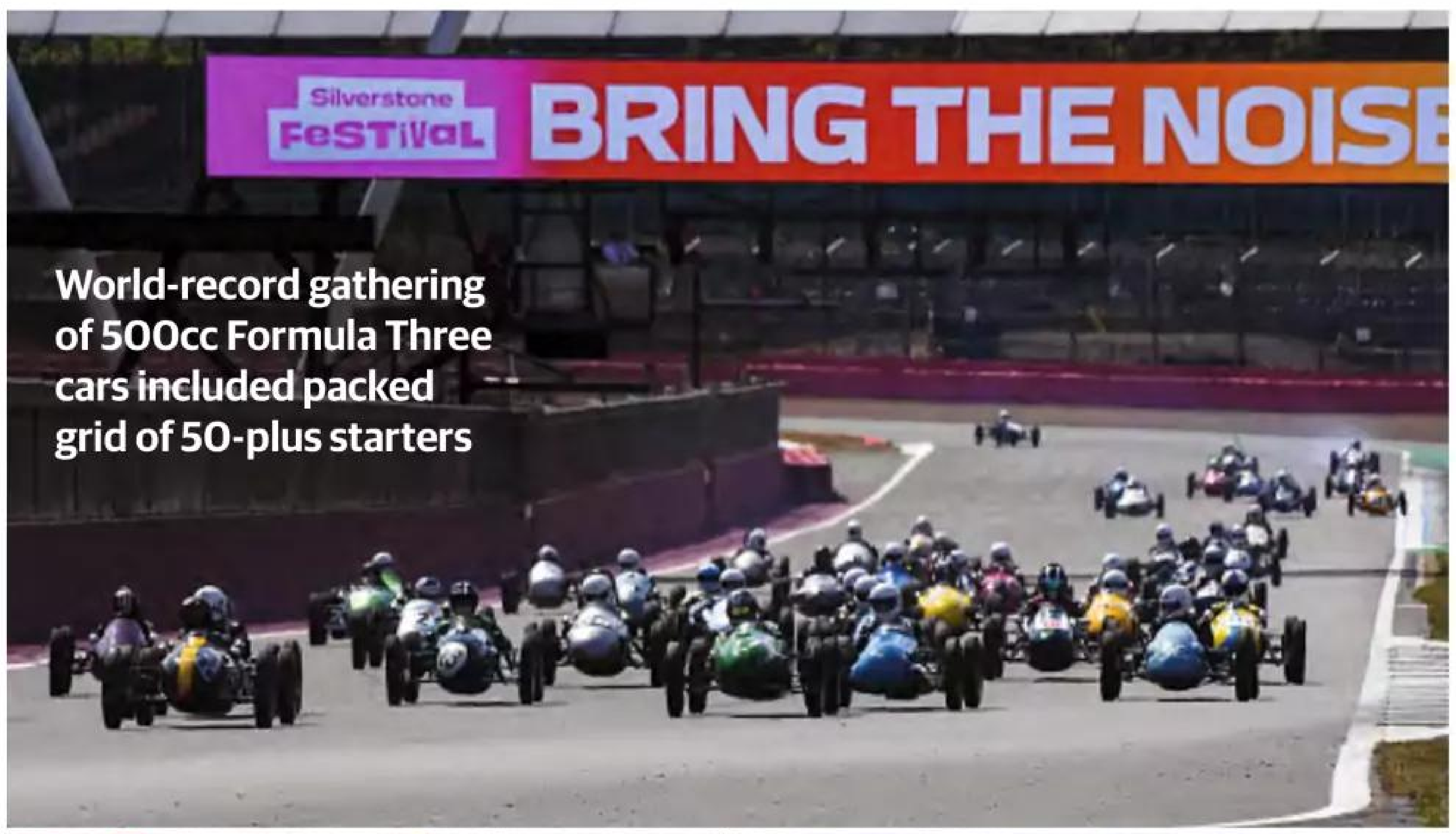
Olly Bryant (Lotus Fifteen) was going for a hat-trick of Sussex Trophy wins, but made life hard for himself by stalling at the start. Cottingham (Tojeiro-Jaguar) and Ward (Jaguar D-type) were dicing for the lead as Bryant fought back, a red flag after the engine of Christian Albrecht's Scarab Mk1 expired helping him by bunching up the field. Bryant took the lead at Lavant on the second lap of the restarted race and was delighted to win, before being disqualified in post-race scrutineering, with Ward assuming top honours.

Bryant returned for the Royal Automobile Club TT Celebration a few hours later, sharing an AC Cobra with Darren Turner, and established a big lead, reduced to nothing when a crash prompted a red flag. Rain arrived during the pause, meaning a rolling restart, and Bryant maintained the lead until the stops, when the Jaguars starred. Tom Ingram, in the E-type started by Kent, hunted down Rob Huff and Andrew Bentley's E-type Semi-Lightweight to win.

The heavy rain continued, so it was a rolling start for a Glover Trophy dominated by Stuart Hall (Lotus-Climax 21). It was a similar story in the Richmond & Gordon Trophies: after some initial dicing despite the sodden conditions, Andy Willis (BRM P48) won by 7.411 secs to cap what was a tough but rewarding weekend for many.

Mclaren
UNIPART
77
John Watson
Steve Hartley
aramco

Tom Bradshaw twice took Masters Racing Legends honours in his McLaren MP4/1



World-record gathering of 500cc Formula Three cars included packed grid of 50-plus starters

MARTINI
6 MS

Clockwise from above: Johnson/Ross Mustang; Julian Thomas' Shelby American Cobra; Group C victor Andy Soucek in Lancia LC2

JAKOB EBREY

Silverstone Festival signs off with packed historic racing spectacular

Since its launch in 1990, the Silverstone Festival has evolved into the world's largest historic racing weekend, and its final edition before the fixture is taken over by CarFest bowed out in style from 22-24 August.

There was the impressive sight of a world-record number of 500cc Formula Three cars from the immediate post-WW2 period, with 55 participating in qualifying. Of the 52 starters, 32 made it to the flag, headed by the Coopers of polesitter Tom Waterfield (Norton Mk9) and Peter de la Roche (Mk9), split by just 0.194 secs. Sam Wilson (Cooper T59) and Horatio Fitz-Simon (Brabham BT6) shared the Historic Formula Junior spoils.

Johnny Mowlem looked set to take the Stirling Moss Trophy in the ex-Graham Hill 1959 Lotus Fifteen that had been started by Bonamy Grimes, but a late misfire gifted the victory to Andrew Smith (Cooper Monaco). Brothers Gary and John Pearson (Jaguar D-type) won the Royal Automobile Club Woodcote Trophy category, while Royal Automobile Club Historic Tourist Trophy honours went to Michael Gans (Lotus Elite).

It was victory for Tom Bradshaw (McLaren MP4/1) as he made his historic Formula One debut in the Saturday Masters Racing Legends race for 1966-'85 cars, a result he repeated on Sunday.

The meeting's other two-time winners were Michael Lyons (Lola T400) in the Derek Bell Trophy, Steve Brooks (Peugeot 90X) in Masters Endurance Legends, Will Nuthall (Cooper T53) in the Pre-'66 Grand Prix Cars and Julian Thomas, who came out on top in the big International Trophy for Classic GT Cars grid in a Shelby American Cobra Daytona, as well as taking the Adrian Flux Trophy in a Ford Sierra Cosworth RS 500.

Less than a second covered the Transatlantic Touring Car Trophy's all-Ford Mustang podium, with Matt Johnson and Robert Ross the winners. Andy Soucek (Lancia LC2) scooped Group C, Masters Sports Car Legends was won by Gary Pearson and Alex Brundle (Lola T70 Mk3B), and GT3 Legends and the Masters GT Trophy were scooped by Danny Winstanley (Audi R8 LMS) and Craig Wilkins and Aaron Scott (Lamborghini Gallardo GT3) respectively.

SINGER'S EXCLUSIVE GLOBAL PARTNER
FOR SECONDARY MARKET SALES

AVAILABLE NOW

1991 Porsche 911 Reimagined *by Singer*
Asking Price: £950,000 GBP

RECENTLY SOLD

2017 Ferrari LaFerrari Aperta

1966 Ferrari 275 GTB

2015 Porsche 918 'Weissach' Spyder

For further details—or to request assistance sourcing
a particular car—please contact us.

EMEA: +44 (0) 20 7851 7070
NORTH AMERICA: +1 519 352 4575
private@rmsothebys.com

RM | Sotheby's

Clockwise: 2.0L Cup leaders; Tom Chilton pushes; winning Audi R8; Heritage Touring Cup

CIRCUIT PAUL RIC
59:53

PHOTOCLASSICRACING

Variety in Var for Les Dix Mille Tours

Circuit Paul Ricard in France hosted Peter Auto's 15th Les Dix Mille Tours, from 6-7 September, where 10 grids did battle.

David Verzijlbergen and Jürgen Westphal were victorious in the 90-minute, Porsche 911-only 2.0L Cup. Sixties' Endurance began at dusk and became a Shelby Cobra battle, with Abraham Bontrup and Olivier Hart fighting through to win by 19 secs from the nose-to-tail Daytona Coupes of Maxime Guenat and Armand Mille.

Emmanuel Collard (Audi R8 LMP) twice topped the field in Endurance Racing Legends 1, with Philip Kadoorie (Ferrari F430 GTC) doing the same in Endurance Racing Legends 2. Other double winners included Olivier Galant (Nissan R90CK) in Group C and Diogo Tavares (Bizzarrini 5300GT) in The Gentlemen Challenge.

For the two Touring Car races, Tom Chilton looked competitive in the Classic Touring Challenge until the differential of his Ford Cortina Lotus exploded, easing the pressure on Bontrup (Ford Mustang) who went on to win.

The BMW 3.0 CSLs of Emile Breittmayer and Sebastian Glaser eventually pulled clear of the field in the safety-car-affected Heritage Touring Cup, with Glaser taking the chequer by 7.5 secs.

After an hour, just 2.8 secs split winner Breittmayer (Lola T70 Mk3B) from Lukas and Niklas Halusa (Ferrari 512M) in Classic Endurance Racing 1, but Guenat (Lola T286) held a larger, 29.1 secs advantage come the end of Classic Endurance Racing 2.

Celica Turbo makes history in Greece

In winning the European Historic Rally Championship's Historic Acropolis Rally on 5-6 September, Jari-Matti Latvala became the first driver to claim this and the World Rally Championship Acropolis victory, which he achieved in 2013. Together with Janni Hussi in their Toyota Celica Turbo 4WD (right), they survived a misfire to finish almost 10 mins ahead of local crew Marios Stafilopatis and Giorgos Chatzirigas (Lancia Delta Integrale). It also keeps Latvala/Hussi's championship ambitions alive. Ghislain de Mevius and Johan Jalet (Mazda 323 GTX) appeared destined to complete the podium until they succumbed to mechanical issues on day two, promoting Will Graham and James O'Brien (BMW E30 M3).

JML/WRT OY

BLUE PASSION PHOTO

Big Healey's Scottish triumph

Ken and Sarah Binstead (left) achieved their first rally win on HERO-ERA's 1-5 September Scottish Malts, which started and finished at Gleneagles Hotel near Auchterarder. After 915 miles, the Binsteads in their Austin-Healey 3000 were just 4 secs ahead of Dick and Harry Baines (Porsche 911E), the previous winners of this biennial event. The Baines held a lead of 10 secs over the Binsteads at the end of day one, cut to 2 secs by the close of day two in Aviemore. It was all change on day three, during which the Binsteads built an advantage of 4 secs that they held for the following two days. Paul Hernaman and Ray Crowther (Porsche 924S) finished third.

DUNLOP
#PassionDunlop

CHRIS GAGE

LE MANS CLASSIC BOOKED
Peter Auto has confirmed that the first of its new-look, annual Le Mans Classic events will be the Le Mans Classic Legend, held from 2-5 July 2026. This is the younger of its two alternating meetings, celebrating endurance racing cars from 1976-2015.

PETER FRENCH

NEW ASSEMBLY IS UK FIRST
Britain's first nationally sanctioned historic championship is coming in 2026. The Equipe Historic Championship will host FIA pre-'66 GT, GTS and Touring Cars across seven rounds at circuits around the UK, with qualifying and hour-long, pitstop races. See equipeclassicracing.co.uk

BROAD ARROW | Auctions®

A HAGERTY COMPANY

1970 Ferrari 365 GTB/4
Daytona Group 4 Specification
To be offered at the Zoute Concours Auction
€800.000 - €1.000.000

1975 Porsche
911 Turbo
To be offered at the
Zoute Concours Auction
€250.000 - €300.000

1992 Lancia Delta HF Integrale Evoluzione
"Martini Speciale"
To be offered at the Zoute Concours Auction
€120.000 - €180.000
OFFERED WITHOUT RESERVE

1990 Porsche 911 Coupe Reimagined
by Singer "Goldfinger Commission"
To be offered at The Zürich Auction
CHF 950'000 - CHF 1'250'000

REGISTER TO BID

ZOUTE CONCOURS AUCTION
10 OCTOBER 2025 | APPROACH GOLF - KNOKKE-HEIST, BELGIUM

THE ZÜRICH AUCTION
1 NOVEMBER 2025 | THE DOLDER GRAND - ZÜRICH, SWITZERLAND

DE +49 5246 933 0337 | UK +44 2045 920 169 | US +1 313 312 0780

broadarrowauctions.com

Graham Adelman was a two-time Virginia winner in his March 732

HSR/JESSICA JOHNK

Vintage racing returns to Virginia

Historic Sportscar Racing was back at the Virginia International Raceway in Alton, Virginia, USA, for a full weekend for the first time in seven years from 4-7 September with the VIR Historics meeting.

Ben Myers (Porsche 911 GT3 Cup) was a comfortable winner in the hour-long BRM Endurance Challenge for GTM cars, which kicked off the competitive action, before the more classic racing got under way. First to the chequer in the Group 4 feature race for open-wheeled cars was Graham Adelman (March 732), and he also won the sprint race for Groups 4, 6 and 7. Sadly, however, the arrival of a thunderstorm meant that was the end of Saturday's running.

Sunday started with another BRM Endurance Challenge, this time for older cars, with Andy Willis (Chevron B36) scooping overall and Historic spoils. Sharon Adelman and George McDonald (Porsche 944 turbo Cup) were the Vintage victors, while John Spiers (Ford Mustang) was the top GTC finisher. Spiers claimed another victory aboard his Mustang in the American class of the Sasco Sports International/American Challenge, and was second overall to Greg Micheal (Porsche 944), who also took the Porsche prize. Kathy Blaha (BMW M3) was the International division winner.

In younger cars, Matt Graham and Jake Latham shared Michelin Prototype Challenge glory in their Ligier JS P320, and Drew Ewing (Porsche Cayman GT4 Clubsport) won the Global GT sprint.

ANDY MANSTON/M&H PHOTOGRAPHY

Local classics star on the loose in debut rally

Pioneer Rally Company's first event, the Rocky Mountain Vintage from 8-11 September in Colorado, USA, took crews across more than 1100 miles, of which almost 300 were gravel. There were Vintage (pre-'46), Classic (1946-'84) and Special classes, plus a Pioneer category for those who wanted to drive the route without the pressure of competition.

The top three crews of Danny Day and Matt Bryson (Pontiac Trans Am, above left), Jim Gately and Tony Brooks (Ford Thunderbird, below left), and Joseph Heil and Mac Dorris (Porsche 911) established themselves at the front by the end of day two in Palisade. Trickier runs through the regularities and tests of days three to Winter Park and four to Cheyenne Mountain dropped Gately/Brooks to third. Out in front it was tight, with eight marks splitting the top-performing crew and class C2 winners Day/Bryson from runners-up Heil/Dorris at the finish. Class C1 was led by Carl Helmetag and Thomas Searls (Volvo Amazon).

JIM MOIR

V8 power dominates in Fife

There were very different weather conditions for the two Scottish Classic Sports and Saloon Championship races at Knockhill on 14 September. Alastair Baptie proved unbeatable in both the dry and wet in his MGB GT V8 (left), despite a hard-charging Alasdair Coates, also in a BGT V8.

Behind them there was a standout drive from John Kinmond (Mini), who was eighth in the first, then seventh, fending off far more powerful machinery around the undulating Fife track, including reigning champion Iain Mitchell (Vauxhall Nova). Paul Bowers (Fiat 128), Tony Leese (VW Golf), Craig Houston (Lotus Excel) and Andrew Kinmond (TVR Vixen) impressed in the wet, too.

Paddock profile

MARC GORDON

CARS *Lotus Elite, and Jaguars XK150, XK140, E-type roadster*

SERIES *HRDC, MRL, Equipe Classic Racing, Peter Auto, Fiscar, XK series, Masters, GTSCC, Le Mans Classic*

"It all began after an E-type track day with CKL, and my first race was in 2015 – I was terrified. It was in my XK150 [below], at a wet Silverstone, and I told my wife I shouldn't have got into this! Thankfully, I overcame that. I still have that car and won Goodwood Revival's Fordwater Trophy in it last year, one of my most memorable races. I am also proud of twice winning the Index of Performance at the Le Mans Classic. I love racing and trying to improve, but it would be fun to try rallying."

GUN HILL STUDIOS/DICKON SIDDALL

H AND H

THE AUTUMN SALE

PAVILION GARDENS, BUXTON

15TH OCTOBER 2025

1966 Sunbeam Tiger

Remarkably original, with just 10,000 miles from new

Estimate: £40,000 - £50,000

CONSIGN YOUR CLASSIC

Auctioneers of the Finest Cars and Motorcycles since 1993

HANDH.CO.UK

+44 (0)1925 210035

The unearthed haul of as-new British classics had been stored underground since the early '80s

Above: 2-litre Rover 2000 is one of two rare SD1s in the collection, and like most it is in unmarked condition

Top: SD Turbo was stored with window open, hence dusty cabin. Above: 2.4-litre diesel engine by Italian firm VM Motori

AN AUSTIN ROVER HOARD

A pair of UK-based enthusiasts has stumbled across a remarkable haul of British classics in Italy. The cars had been in the showroom of a local Austin Rover dealership that closed down during the early '80s. They were moved into an underground storage compound, where they had remained for the past 42 years until recently being brought out into the light.

New owners Ian Booth and Iain Batty first heard about the collection after the Italian owner posted on a Rover SD1 group on Facebook, with two of the vehicles being rare versions of the handsome SD1: a 2000 petrol with overhead-cam O-series 'four' and a 2.4-litre VM diesel SD Turbo.

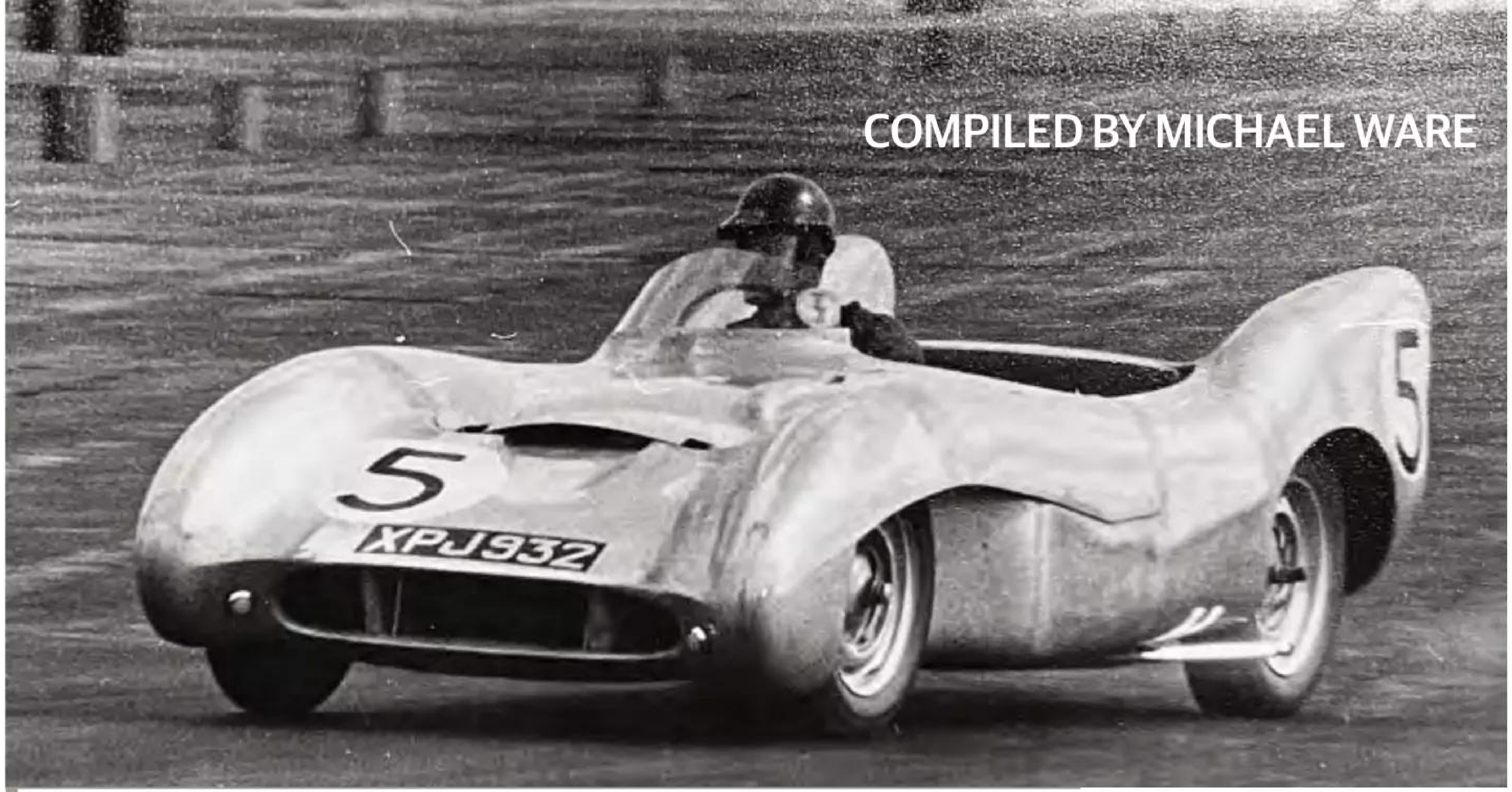
Along with the Rovers are a desirable Austin Metro HLS and sporty MG Maestro 1600, plus a Triumph Acclaim CD. All of the cars date from around 1983, when the dealership housing them went bust, and their mileages range from just 0.8km to 40km. "In some respects, the cars are in timewarp condition," says Iain. "The factory plastic seat covers have kept their upholstery well protected, and underneath the bodies are extremely sound. You can see from the photos that quite a lot of grime has accumulated elsewhere, although it is proving relatively easy to remove – Ian has already cleaned the interior of the Maestro, which looks like new."

"The plan now is to recommission all of them," explains co-owner Ian. "The cars are immaculate underneath – even the steel exhausts survived the kind climate. I've already started on the Metro and the MG, which are the two I own, and hope to get them running soon. The others will all be checked over mechanically and repaired where necessary, but not washed!"

Clockwise from left: mint MG Maestro 1600; all are LHD for the Italian market; talking dash; like new inside – because it is

Metro HLS has been claimed by joint finder Ian Booth. It has been cleaned of built-up grime and will soon be running

From top: Triumph Acclaim CD among the Austin Rovers; timewarp condition was preserved by plastic seat covers



COMPILED BY MICHAEL WARE

STORIED ELEVEN'S STALLED RESTORATION

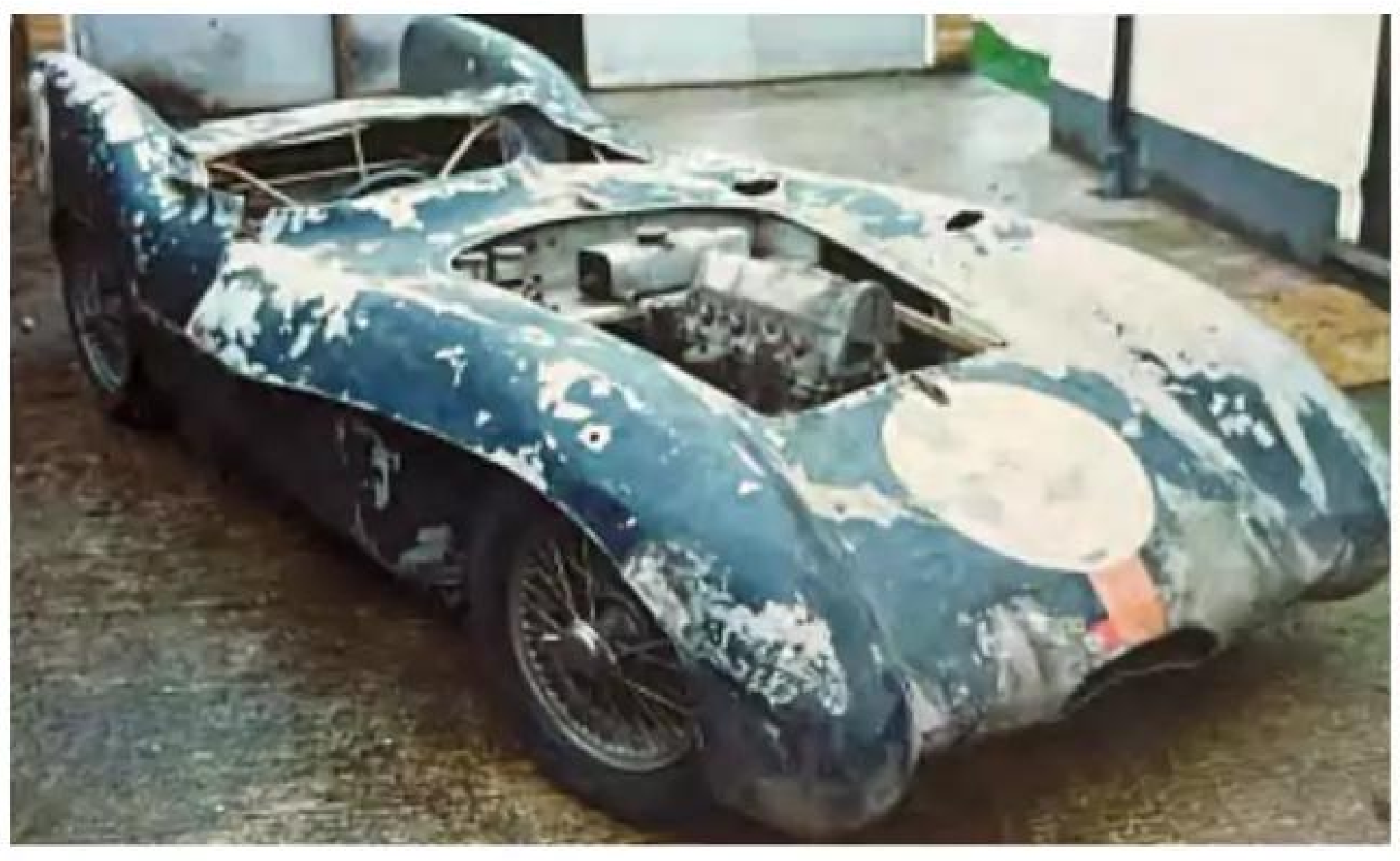
Marque specialist Mike Brotherwood has offered for sale a Lotus Eleven with early racing history. Its first owner was Bryan Hewitt, who finished second to Holland Birkett in the first race put on by the 750 Motor Club, in 1951, then in 1955 he bought from Colin Chapman the Eleven kit, which he put together with the skill of a trained engineer. In 1977 he wrote in a letter that the Lotus needed: 'A lot of fitting, cutting, re-welding etc to get it all together.' The car had an 1100cc Coventry Climax engine with an MG gearbox, a Ford live rear axle and cable brakes. It was registered XPJ 932.

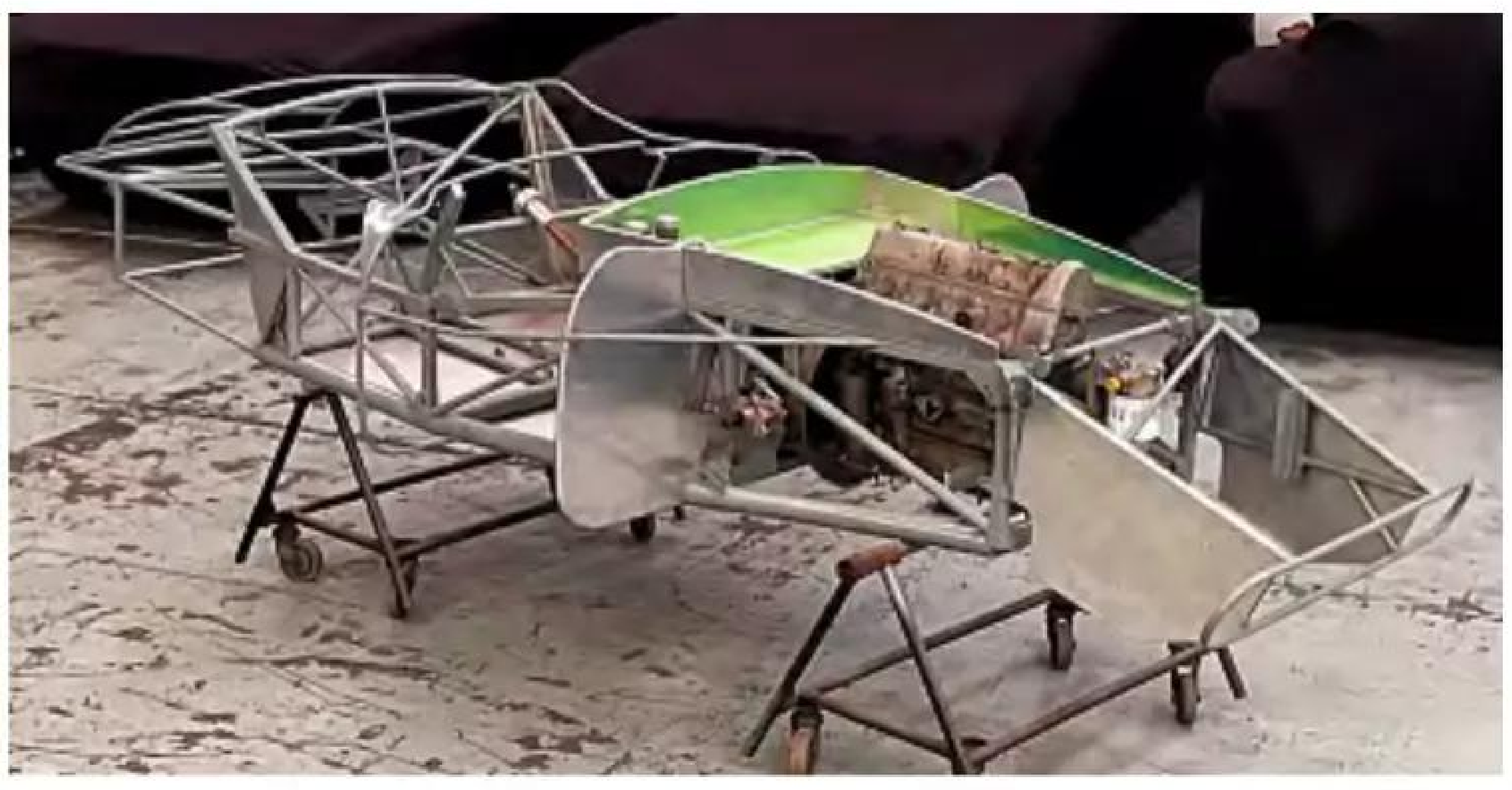
Bryan was fast in early races but hampered by the poor brakes, so he fitted a de Dion axle with hydraulic disc brakes. He then had great success all over the country in club events (above), even venturing to Ireland for the Leinster Trophy in 1957. The following year the car was written off in a road accident, which later Bryan described in a letter to Mike Marsden, Eleven registrar for the Historic Lotus Register: 'I skidded off backwards, hit a post, spun and went nose-first into a bank. An acquaintance bought the wreck from the insurance company, straightened out the front axle and bashed out the bodywork. I have movie pictures of it being driven at Brands Hatch by the aforesaid purchaser. Then I lost track of it.'

After that there is little detail until the Eleven was bought by Ken Rogers of Radlett. "My father acquired it in 1977 as a complete car that had been dismantled," recalls Ken's son, Alex. "It was always his background project while others were rebuilt around it: he restored and raced a Lotus MkX, Eleven, Fifteen and Seven, and a Cooper-Jaguar."

In 1986 Ken registered the car with the Historic Sports Car Club, submitting a photo showing it apparently complete, with tatty bodywork and a bare engine (below left). "I think the parts were assembled for the HSCC document before the car was dismantled again for restoration," says Alex.

The Lotus remained at the back of the workshop for 40 years, but it only really progressed during the past 15 years as the chassis was restored and parts of the drivetrain assembled (below). Alex says: "Age caught up with my father and he didn't manage to complete it. He did all the work himself and would never have dreamed of paying someone to restore the car, and he didn't want to part with it. It is now a significant project, but quite a unique opportunity." Email mikebrotherwood@aol.com

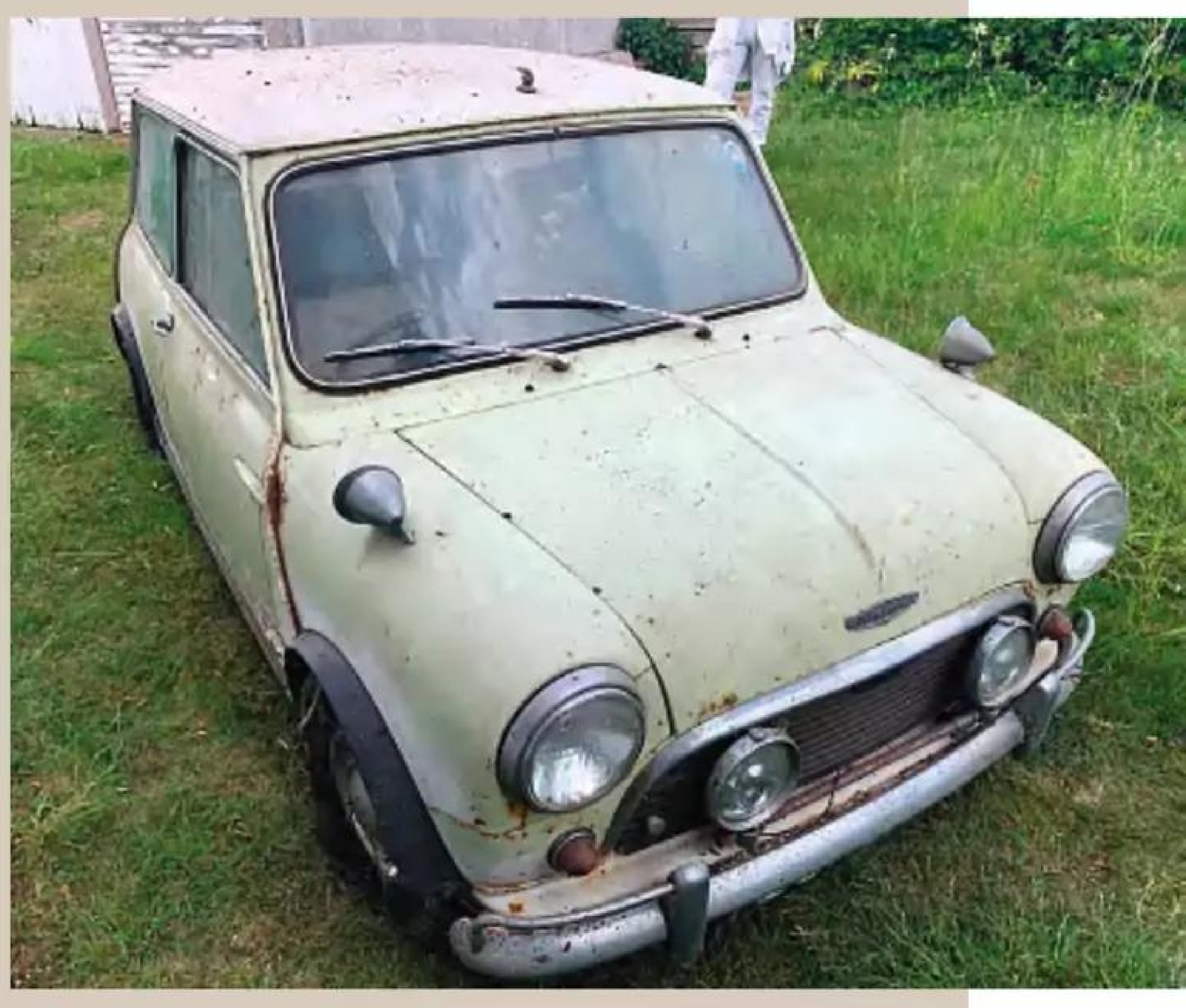




COOPER COMES TO LIGHT

At its June sale of classic and historic cars, auctioneer Lacy Scott & Knight of Bury St Edmunds sold a 1965 Austin Mini Cooper, registered BSN 183C, which had come from a deceased estate in Suffolk.

The car was sold new by Queensborough Motors of Glasgow, but there are no records of previous keepers until December 1977, when it was purchased by the late former owner. It has 25,333 miles on the odometer, but it is not known if this is genuine. It is thought that all of the correct Cooper parts are there – only the driver's seat has been changed – and it was sold with some spares including the original steering wheel. It is thought to have been in a dry, locked garage for more than 30 years and was sold without reserve, hitting an impressive £25,000.

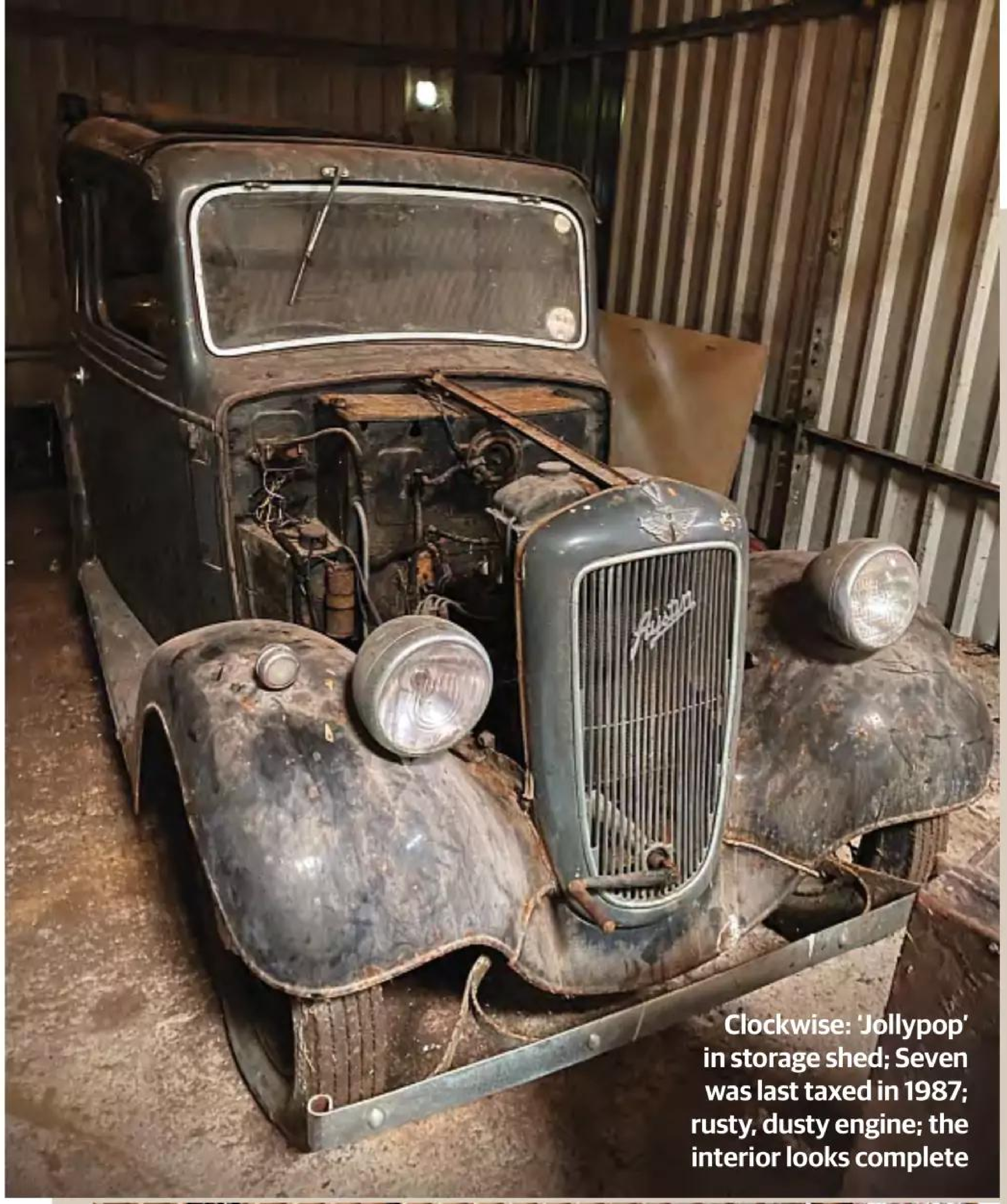


HEALEY REPLICA COMES TOGETHER

Neil Munn is a long-time Austin-Healey enthusiast, having bought a project Frogeye Sprite in 1978 and later moving on to a Healey 3000, which he improved over a period of many years to make it faster and better-handling. After reading about the Fiberfab Jamaican in a Healey book, he bought from Oklahoma an example of the Californian-made kit car, which had been purchased new in the 1970s but remained only partially built. It has now been completed.

Living in Glasgow, Neil had been aware of the Haldane kit cars that were built in the city from 1987, with the company's technical director having been a member of the local branch of the Austin-Healey Club. Haldane's first car, the HD100, had a bespoke chassis with running gear from a Vauxhall Chevette and bodywork that mimicked the Austin-Healey 100, followed by the HD3000 that replicated the Healey 3000. It was planned to be sold as a complete car, but sadly in 1994 Haldane went into receivership. The receiver reported: 'The company's downfall had been due to high development investment costs and delays in making final arrangements for a planned funding package.' The company was acquired by Den Tanner of Pilgrim Fibreglass of Henfield, West Sussex, with a plan to continue to produce the HD100 and HD3000 as kits.

In 2024, Neil saw an advertisement for a partially completed 1996 Pilgrim Haldane HD3000 in a kit-car magazine. It had been bought new by Graham Gilbert, but he had done little to it, and three years later it was sold to Edward Hannaford (above). "I made the journey to Plymouth to collect it – 500 miles from my Glasgow home," says Neil. "But it did come with a trailer on which it could be taken home [top]. In the many years of ownership by Mr Hannaford, he had removed the engine and trial-fitted the doors, but not much more." A Jaguar 3-litre V6 engine and manual gearbox have now been installed, and Neil has done various reinforcing to the coachwork and remade the glassfibre nose, because the grille sat at a rather extreme angle. It is nearly ready for paint and should be on the road for the first time next year, 30 years after it was originally purchased.



Clockwise: 'Jollypop' in storage shed; Seven was last taxed in 1987; rusty, dusty engine; the interior looks complete

REVIVAL OF A FORMER TOUR BUS

Herbert Austin once said: "The Austin Seven has done more than anything previously accomplished to bring about the realisation of my ambition to motorise the world." Jay Inge was one of the many to be motorised by the baby Austin, having been given a 1937 Seven Pearl Cabriolet, JK 6823, as a present by her father, in which to learn to drive. Early on the car was named 'Jollypop', and after Jay passed her test it was used as, among other things, the regular transport for a jazz band – complete with a double bass!

Marriage and family followed, and as the children grew up the little Austin was sidelined. It was last taxed for the road in 1987, and since then it has moved with the family, each time kept in good, dry storage. Like so many people with their first cars, Jay has been loath to part with her beloved Austin because it has been part of her life for such a long time, but with advancing years and the recent loss of garage space, she has now decided to sell.

Europe's largest exhibition for
collectors and aficionados

AUTO E MOTO D'EPOCA:
WHERE PASSION
FIRES UP!

DEALERS AND RESTORERS PATH

MOTORBIKES PATH

SPARE PARTS, MODELS AND AUTOMOBILIA PATH

WHERE CULTURE MEETS PASSION PATH

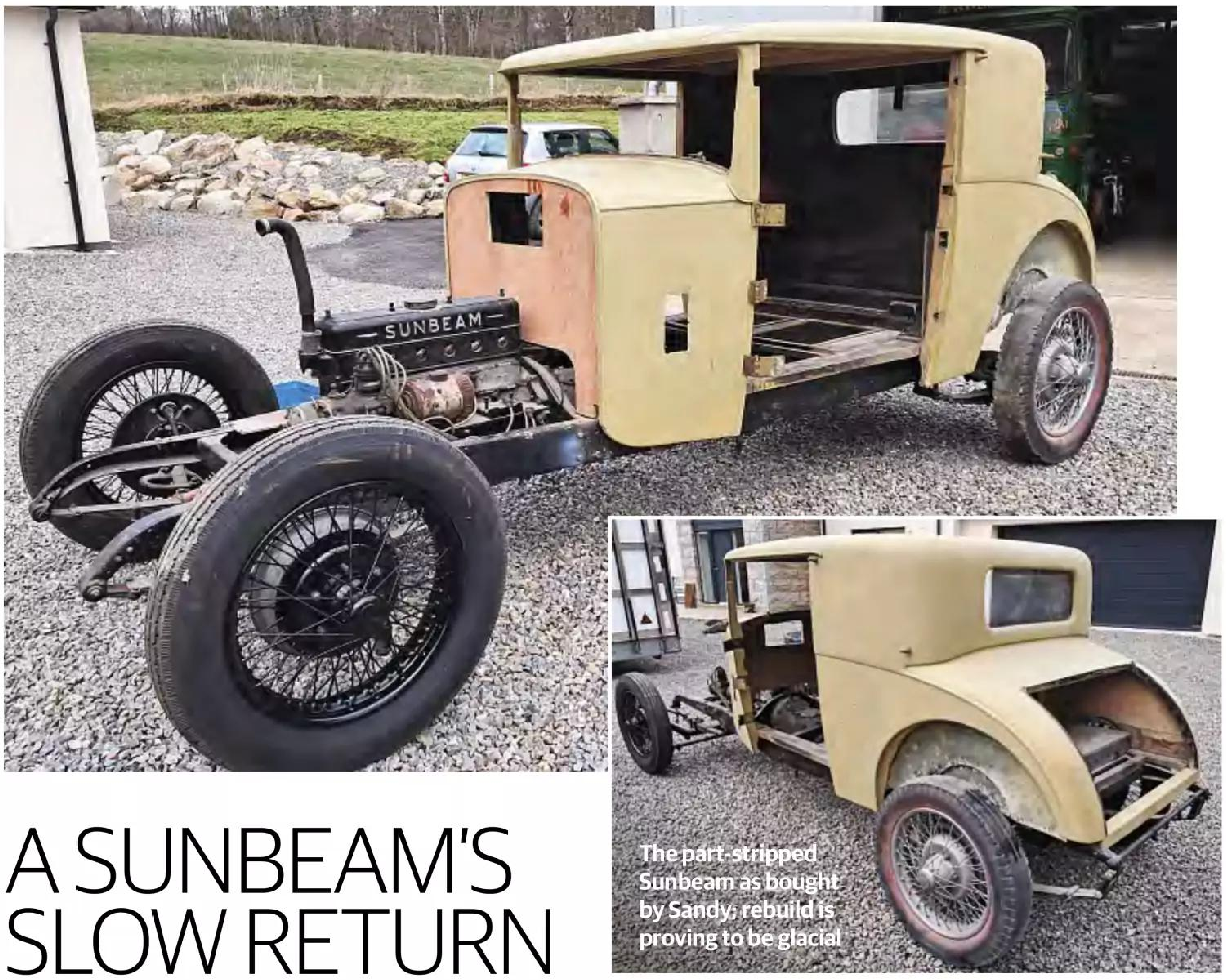
BOLOGNAFIERE - ITALY
23-24-25-26
OCTOBER 2025

Organised by
INTERMEETING
IDEAS THAT MOVE PASSION
Bologna Fiere

Organisational secretariat: Intermeeting Srl
Tel. +39 049 7386856 - Fax +39 049 9819826

AUTO
MOTO
d'EPOCA
BOLOGNAFIERE

autoemotodepoca.com



The part-stripped Sunbeam as bought by Sandy; rebuild is proving to be glacial

A SUNBEAM'S SLOW RETURN

Restoration is a long and arduous process, so it is not unusual for rebuilds to be left unfinished for lengthy periods. Sandy Arbuthnot from Aberdeenshire has recently acquired the stalled restoration of a 1930 Sunbeam 16hp two-light Coupé, with a body style similar to that of the classic 'doctor's coupé'. It was registered in Wolverhampton in 1930 to a Miss Swift, and the Sunbeam Talbot Darracq Register knows some of the car's subsequent owners, but there are gaps.

In 1951 it was in the hands of club member WC Brown. He was very proud of the car, which took second place in a Wolverhampton concours in 1951. In 1981 it was owned by MJ Bishton in Gwynedd, and it was this owner who first took it to pieces for the full rebuild that has yet to be completed. Later, the project was taken to the Orkney Islands where it had three owners, the last of which sold it a year ago to a friend of Sandy's. He brought it back in an enclosed trailer he never unloaded before selling it last year.

Sandy is no stranger to restorations: previous work includes a 1939 Leyland Lynx lorry and a 1973 A-series ERF tractor unit, which transports his 1926 Aveling & Porter steamroller to local events. "The Sunbeam had been in a poor state," he says. "The roof's ash frame has been replaced, removing the sunroof in the process. I am told the engine has been rebuilt, and it does turn over freely. It is unclear at this point exactly what else has been done, but the chassis is free from rust, with a black paint finish. Because the car came to me in pieces, it is like working on a jigsaw puzzle with no picture on the box lid!"

STORED MATRA MATERIALISES

For many, the name Matra is remembered for its 1969 Formula One World Championship win with Jackie Stewart and the Tyrrell team, but the name goes back long before then. René Bonnet launched the DB marque in 1938, and in 1962 he scored a class win at the Nürburgring driving a tubular-framed prototype named the Djet. In 1964, Bonnet's firm was taken over by missile manufacturer Matra, which continued to make the Djet, producing 916 in all.

An Englishman on a trip to France in around 1980 bought a rough but complete 1966 Matra Djet V (left) and brought it back to Bristol, where it was fully restored and then registered for the road in 1984. Powered by a Renault 1108cc motor, the car was mid-engined (a production-car world first) and clothed in a neat glassfibre coupé body bonded to the steel chassis. It was used until 2000, when it came off the road and was garaged with an Austin Seven (right). The engineer owner passed away a few years ago, and his widow recently sold both cars with Charterhouse. Auctioneer Richard Bromell says: "I have been a car enthusiast for more than 50 years, but this is the first time I have seen a Matra Djet in the wild."

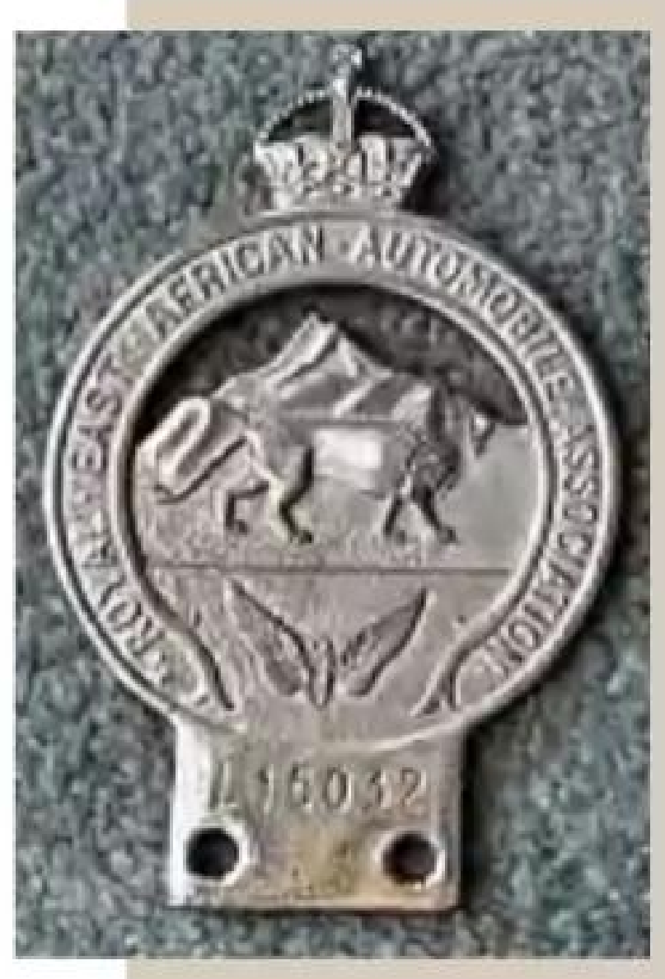
Look familiar?

Want to track down a lost love or looking for history on your current classic? Send details and pictures to the p3 address or email requests to ***alastair.clements@haymarket.com***

KENYA
EQUATOR

SUNBEAM SEARCH

Michael Ball's father Eric had a 1963 Sunbeam Rapier, which the family used in Nairobi, Kenya, from 1963-'66 then brought back to the UK and registered BRK 843D (its Kenyan number was KAU 797). It wore a badge from the Royal East African Automobile Association, which Michael now has on his '72 Triumph Stag following his dad's passing last year. He'd love to know more about the history of both car and badge. Email michaelball.jp@icloud.com



MISSING MGA

Dave Sargeant is keen to track down his old MGA. He and his wife went on their honeymoon in the 1959 car in 1970, and its first owner is thought to have been actor Kenneth More. The car is still registered with the DVLA. Email davepam.sarg@sky.com

MICHAEL WARE

Former curator of the National Motor Museum, Beaulieu. Send submissions to ***waremichael29@gmail.com***

01582 967777
9am-9pm · 7 days

Trustpilot ★★★★★
19,000+ reviews

Est. 1982 Regtransfers.co.uk
PERSONAL NUMBER PLATES

- Established 1982
- The UK's largest private dealer
- Over 60 million numbers available
- Over a million satisfied customers

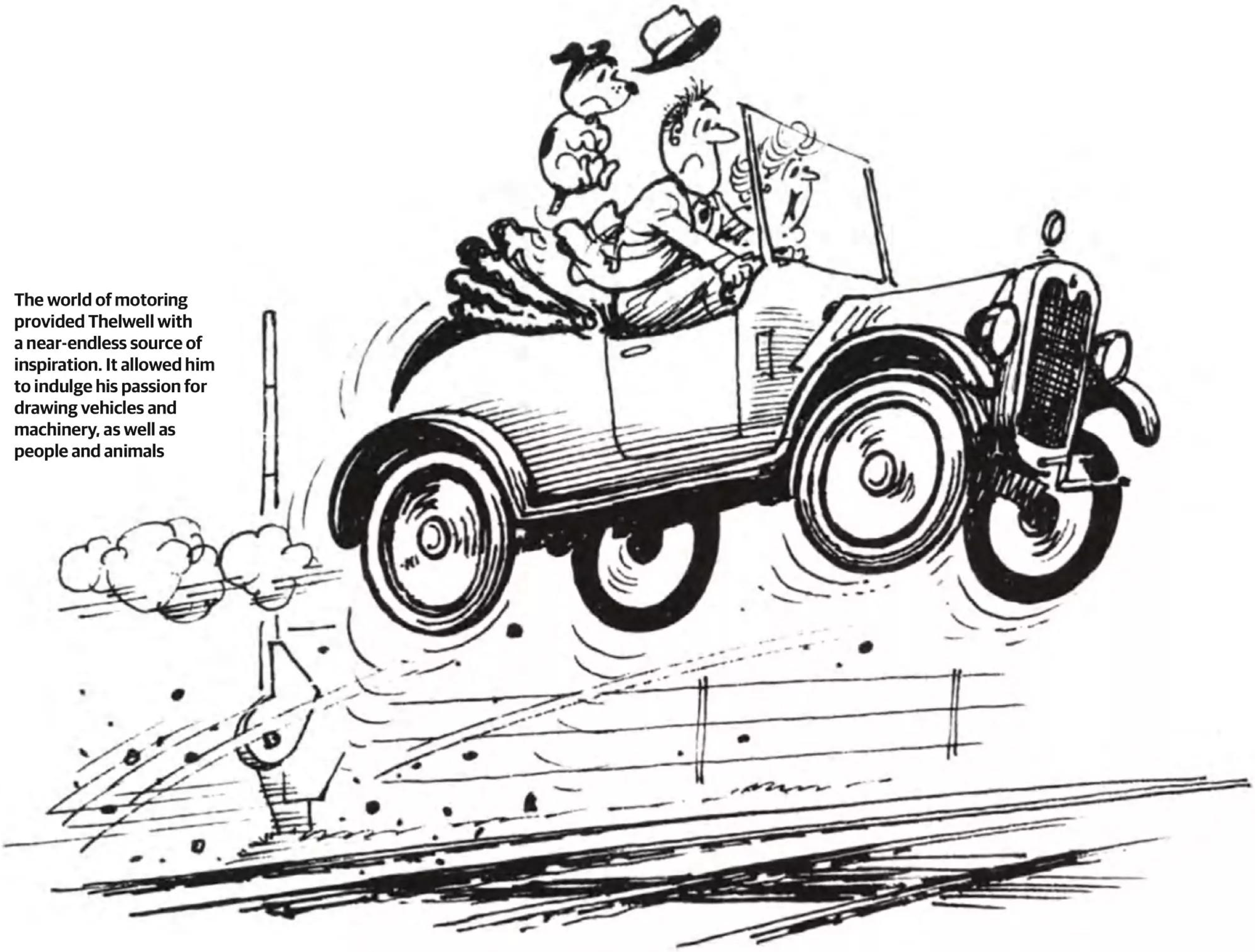
AHB 1
AN 1
AP 1
APJ 1
BJT 1
1 BN
BRS 1
1 BU
BV 1
BY 1
1 CAB
CL 1
CMJ 1
CS 1
DPW 1
DRS 1
1 DW
1 EH
EJM 1
EJP 1
EO 1
1 ET
1 FAT
FJ 1
FL 1
FP 1
GAV 1
GAW 1
GB 1
GE 1
GEB 1
GF 1
GP 1
1 GV
GY 1
HAB 1
1 HC
HJR 1
1 HO
1 HT
IT 1
1 JAA
JCG 1
JEC 1
JEE 1
JLA 1
JMR 1
JN 1
1 JWP
JY 1
KE 1
1 KG
KJG 1
KMM 1
KN 1
KP 1
KRB 1
KRW 1
1 KU
KW 1
KY 1
LAS 1
LC 1
LD 1
LK 1
LN 1
LSW 1
LZ 1
MAG 1
MB 1
MEA 1
MEC 1
MGB 1
1 MU
NJA 1
1 NL
NU 1
OP 1
PAA 1
PEB 1
PEG 1
PES 1
PGB 1
PO 1
RDP 1
RDW 1
RGM 1
RJP 1
RK 1
RPS 1
1 RW
1 RY
SDR 1
SDW 1
SHS 1
SJE 1
SJK 1
SRJ 1
TAD 1
TEB 1
TJG 1
TJH 1
TN 1
1 TR
UJ 1
1 VA
VAL 1
1 VD
VE 1
VS 1
VW 1
WC 1
1 WE
1 WN
WY 1
XJ 1
1 XK
XO 1
1 YD
YE 1
YG 1
YH 1
YJ 1
1 YR
1 YT
YW 1

SCAN ME!

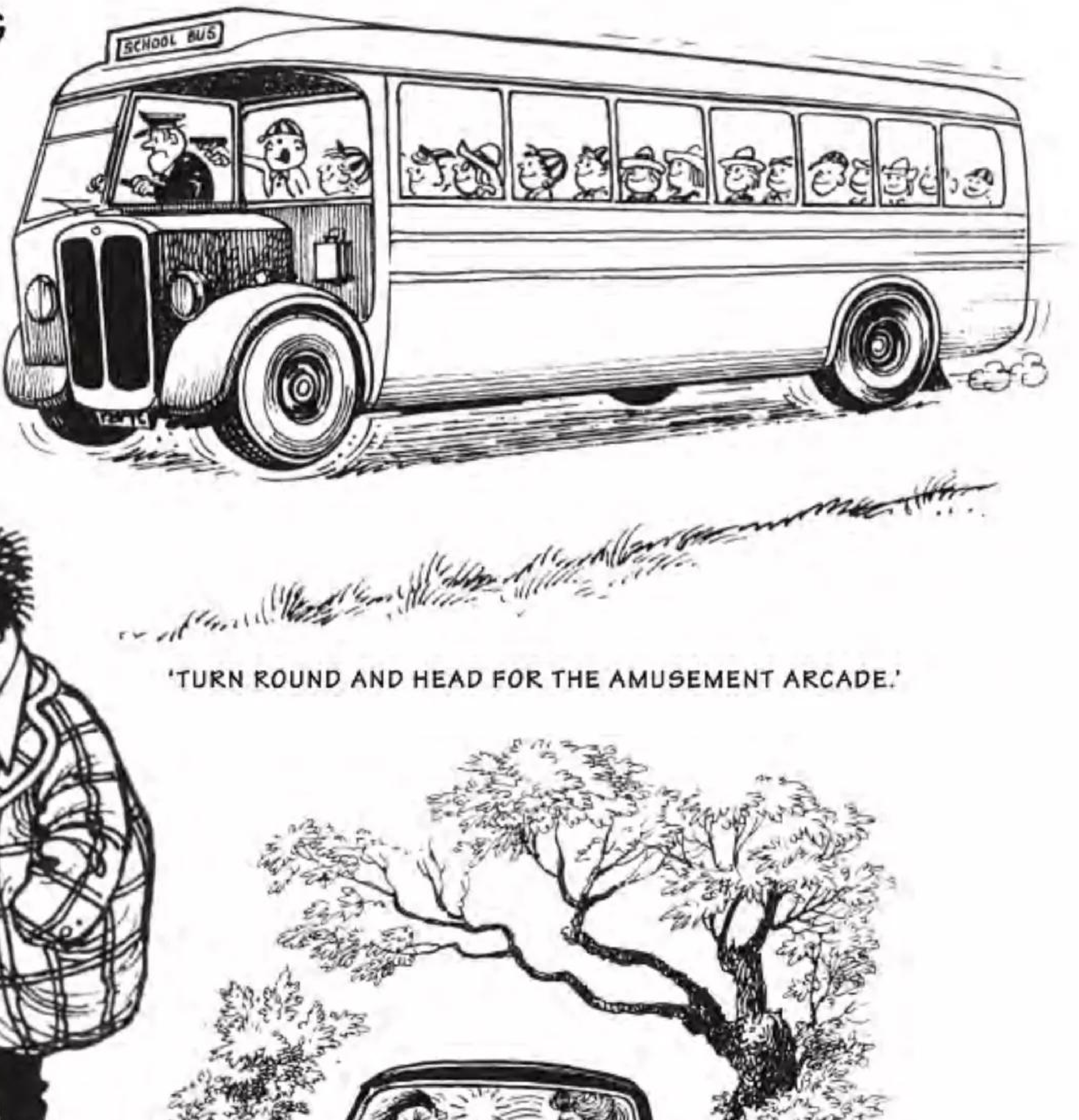
"The finishing touch."

All numbers illustrated are Regtransfers stock and available immediately. Regtransfers are always looking to purchase similar numbers for stock. For more information, visit **www.regtransfers.co.uk/stock** or email **stockpurchase@regtransfers.co.uk**

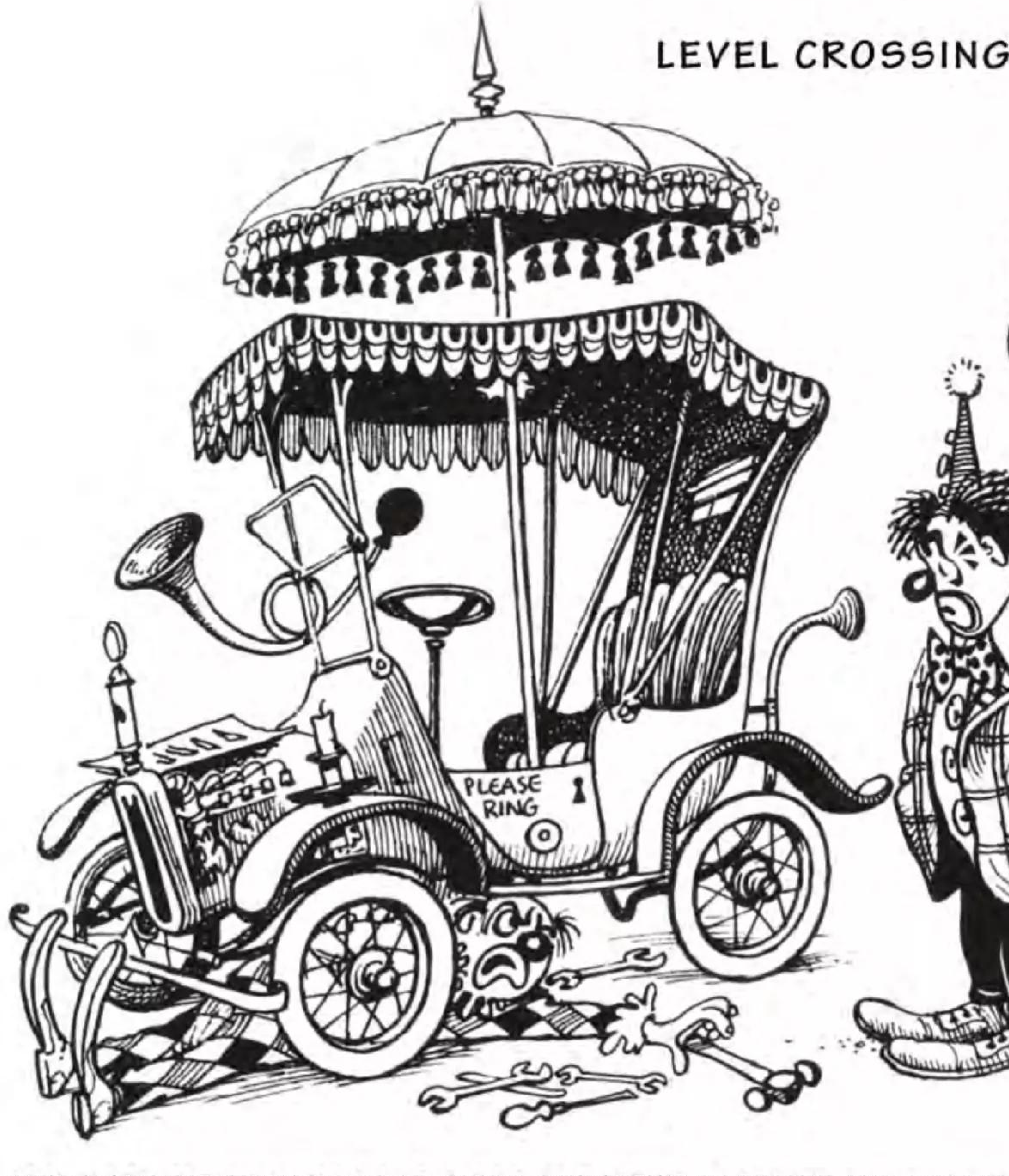
The world of motoring provided Thelwell with a near-endless source of inspiration. It allowed him to indulge his passion for drawing vehicles and machinery, as well as people and animals



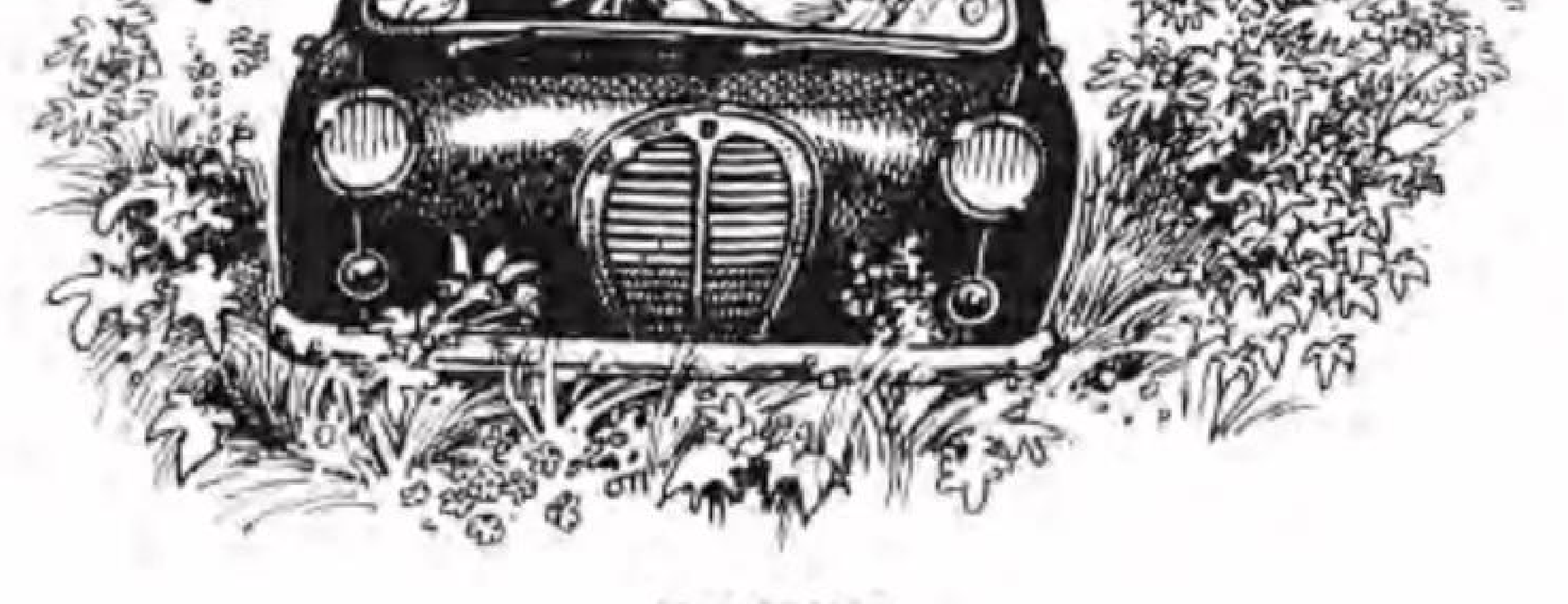
LEVEL CROSSING



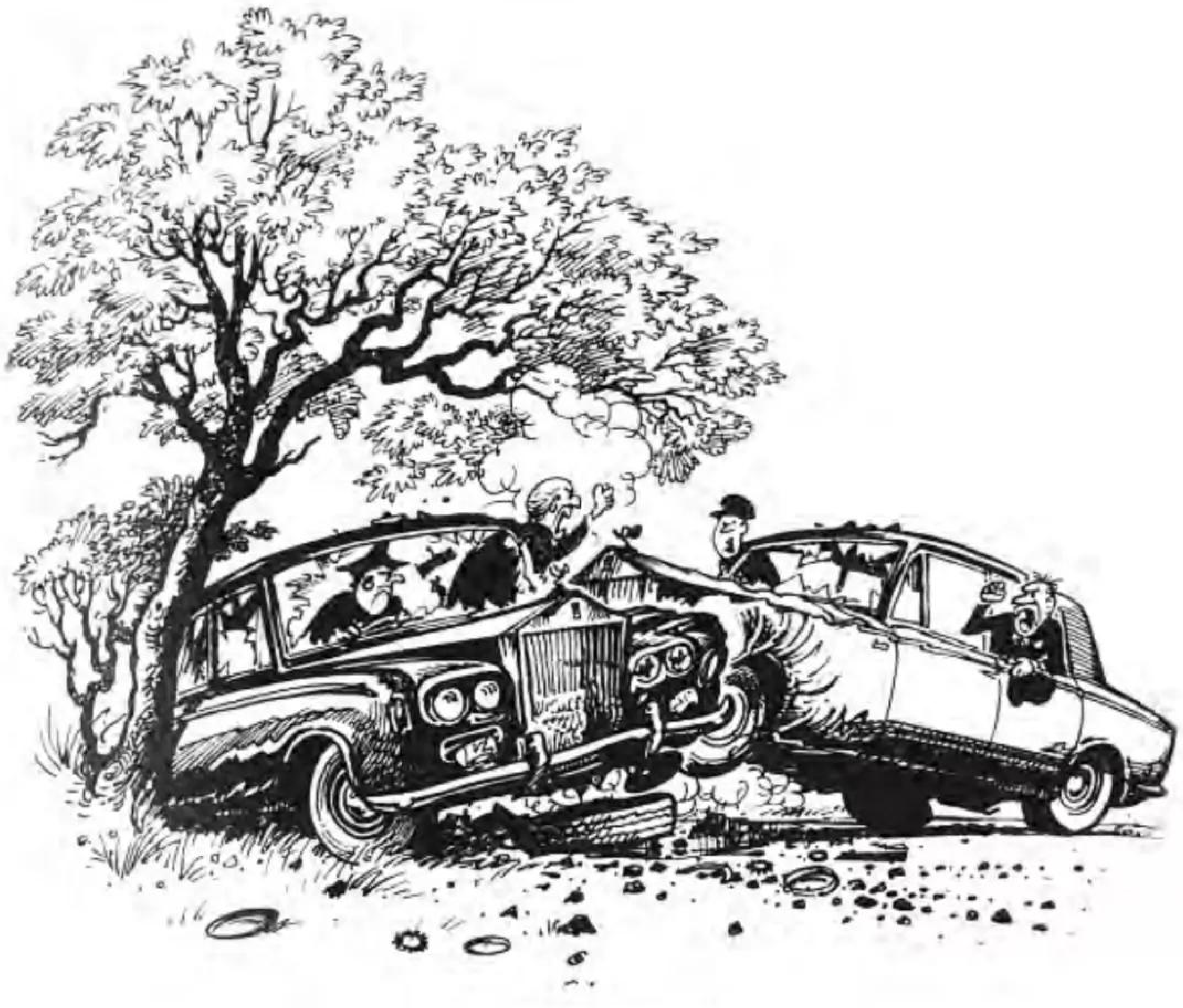
'TURN ROUND AND HEAD FOR THE AMUSEMENT ARCADE.'



'THE ENGINE'S RUNNING DEAD QUIET, SHE WON'T BACKFIRE AND I CAN'T GET THE RADIATOR TO BOIL.'



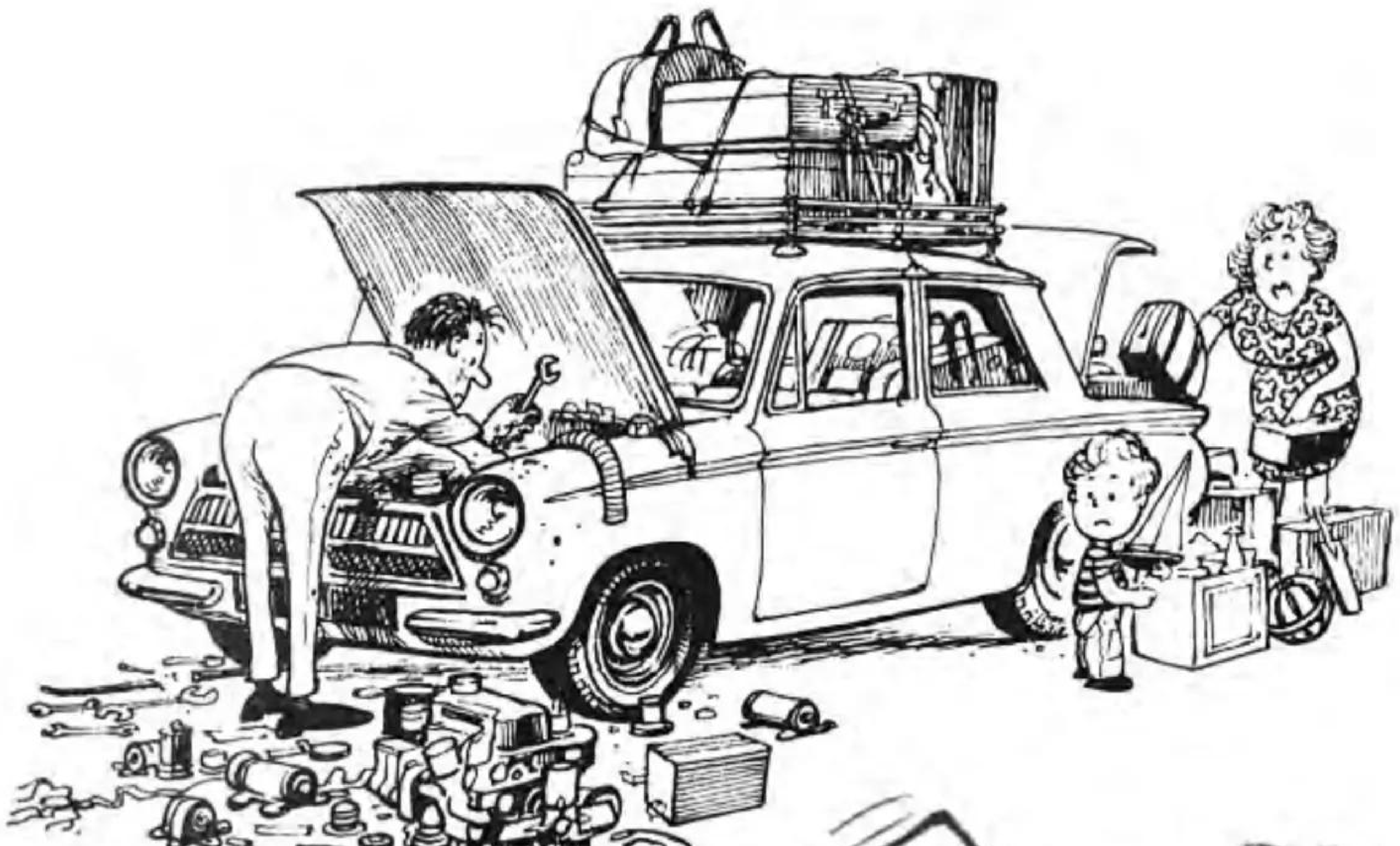
SAFETY BELT



A RICH MIXTURE

NORMAN THELWELL

The prolific cartoonist best known for horseplay also immortalised motoring mishaps in his inimitable style



Britain needed some cheering up after the Second World War, and that led to a renaissance of cartoon illustrators. As a result, such artistic talents as Carl Giles, JAK, Ronald Searle and Russell Brockbank became household names. Norman Thelwell was another very popular cartoonist who flourished during the 1950s, and although he is most fondly remembered for his equestrian subjects, his illustrative work for *Punch* covered a wide range of themes – including motoring.

Cartoon collections proved to be popular books, and Thelwell's early titles, starting with *Angels on Horseback* in 1957, sold well. In 1974, a review of his motoring cartoons, *Belt Up*, was published by Eyre Methuen, and it featured a wealth of characters from shabby vagrants to posh chauffeurs. The motoring boom provided a rich range of topics, including driving instructors, accidents, road signs, car salesmen, sports-car drivers, children and, very much a sign of its time, women at the wheel. Thelwell delighted in motoring developments, particularly the fitting of seatbelts, which inspired many cartoons including the book's Mini cover artwork.

Thelwell grew up in Cheshire. He struggled academically, but it was through his art that he best expressed himself. Childhood holidays to North Wales were an annual highlight: he loved the countryside and later became a superb landscape artist, but that talent was overshadowed by his popular cartoons. Recruited into the army at the age of 18 in 1941, Thelwell trained as a wireless operator and was sent to India with the Royal Electrical and Mechanical Engineers. He always carried a sketchbook and drew continually as therapy. During the war he contributed to the *Royal Army Ordnance Corps Gazette* and even made some money selling his Christmas-card designs to fellow servicemen.

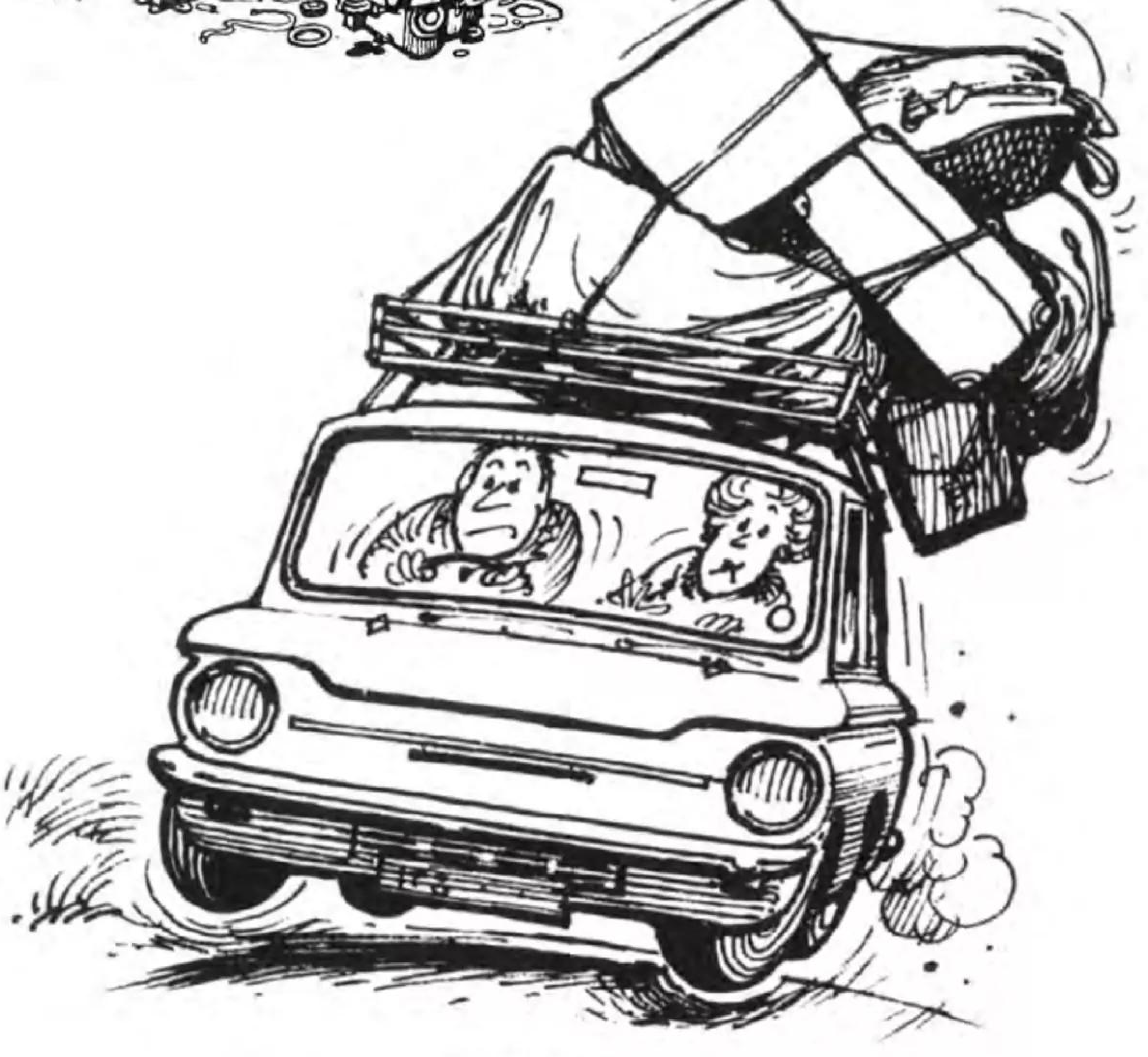
With peacetime came the debut publication of one of his drawings in the *London Opinion* magazine, which encouraged Thelwell to sign up for evening classes in Nottingham. Here he met fellow student Rhona, and they married in '49. A degree course at Liverpool College of Art led to a teaching career, but as more of his work was published, including his first sketch in *Punch* in 1952, Thelwell turned to illustrating full-time.

Across the following 25 years, *Punch* published a further 1500 of his cartoons on a wide range of subjects, including 60 front covers, and among his fans was art editor Russell Brockbank.

Thelwell's humorous studies of British characters at work and play led to newspaper commissions, too, including the cartoon strip *Penelope and Kipper* in the *Sunday Express*. Many of his 34 books were translated around the world, and the Thelwell pony series proved hugely popular in Japan.

For his final 25 years, Thelwell lived near Romsey in Hampshire's Test Valley, where he died in 2004. As part of the 80th anniversary of VE Day this year, Southampton City Art Gallery held an exhibition of his army drawings entitled *A Cartoonist in Wartime*. **MW**

Belt Up: Thelwell's Motoring Manual is published by Quiller and priced at £16.99 (see quillerpublishing.com). For more work, see thelwell.org.uk



GEAR SHIFT

Backwater
Classic Car Tours
PAP 73

Chantilly & Chateaux

4th - 7th September 2026

Chantilly Arts et Elegance Concours & Forest of Compiègne

Italy off the Beaten Track

18th - 25th September 2026

Tour the Le Marche region and mystical Gubbio at the north end of Umbria

The Belgian Classic

© WBT Chippy

11th - 15th October 2026

Discover the beauty of Wallonia and the Ardennes from your classic car

We offer classic car tours
'for those who appreciate the difference'

Backwater Classic Car Tours has a successful 15-year history arranging 'open tours' to all marques of car, as well as tours for classic car clubs. We are proud to be an official tour operator to the Jaguar XK & E-type Clubs, whose 'club tours' are also available to non-members with classic Jaguar cars. Please see our website for details.

Request a Brochure

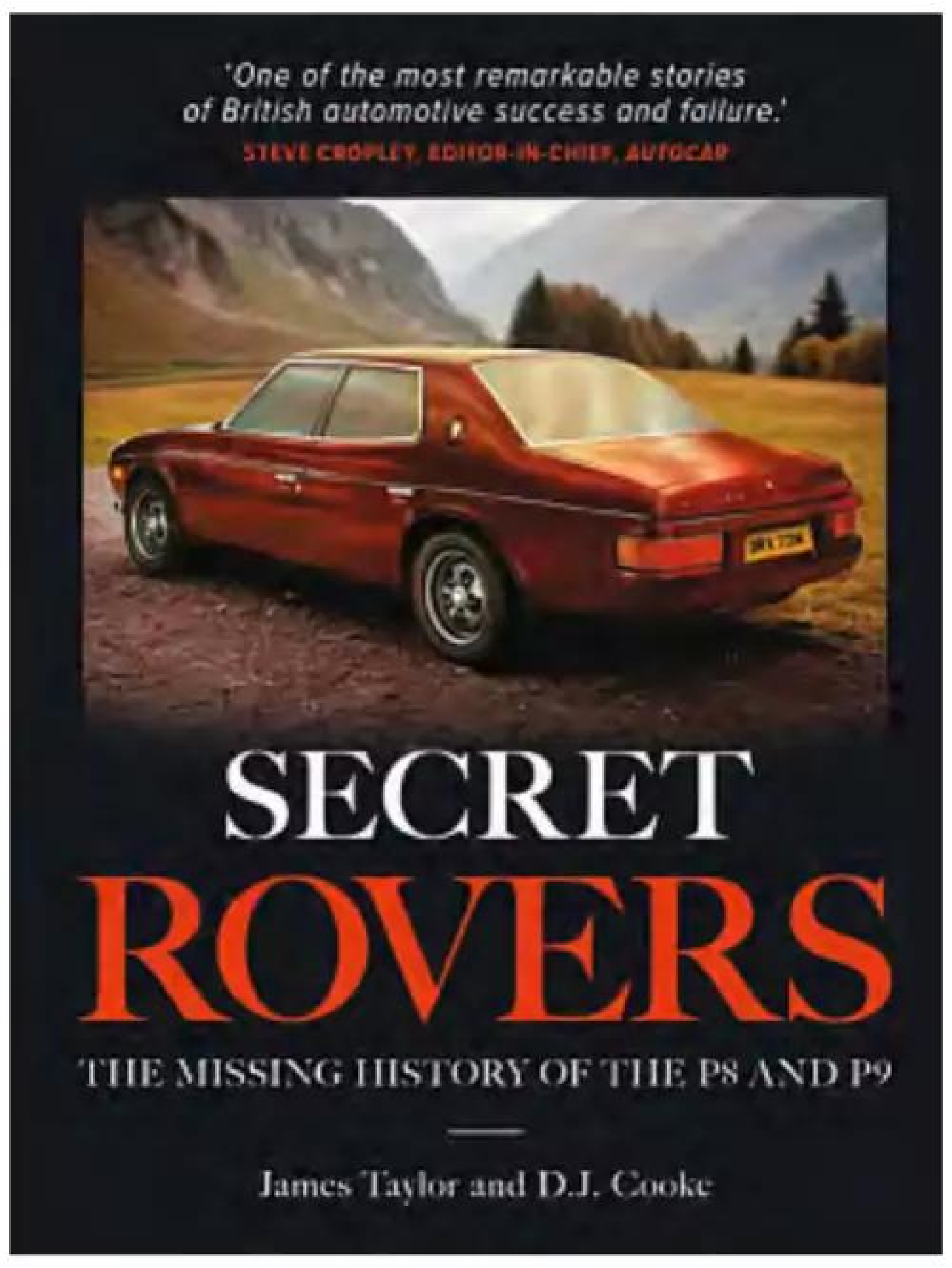
+44 (0) 1732 879181 | www.backwatertours.co.uk

Just a 10% deposit is required to confirm your booking.

ABTOT Member 5405

HORTONS
BOOKS
HORTONSBOOKS.CO.UK

Book of the month


'One of the most remarkable stories of British automotive success and failure.'
STEVE CROPLEY, EDITOR-IN-CHIEF, AUTOCAR
SECRET
ROVERS
THE MISSING HISTORY OF THE P8 AND P9
James Taylor and D.J. Cooke

> *'You find yourself cheering on the Rover team, hoping that the historical facts somehow change and the P8 and P9 do get built'*

SECRET ROVERS

British Leyland is often lambasted for its lack of product planning during the 1970s, but it did make some tough calls, and two very promising casualties were Rovers. Anyone who has been to the British Motor Museum will be familiar with the white, mid-engined P6BS sports-car prototype, which later became the P9. Slightly more obscure, but no less important, was the successor to the big P5/P5B saloon, the P8. Both models were canned despite extensive development, suffering as Rover found itself wedged between Jaguar and Triumph in the new British Leyland conglomerate. Prolific author on all things Rover James Taylor has teamed up with retired engineer Douglas Cooke to set the record straight in this first book to focus solely on the two forgotten Rover models.

Inspiration – at least for the title – clearly comes from the superb and very successful *Secret Fords* series by Steve Saxty, but this is a more focused production, detailing the stories of just two cars and a fairly narrow period from 1964-'71. There is a greater emphasis on engineering, too, though styling is also discussed extensively. Before long, you'll be picking your favourite iterations of the prototypes as the concepts developed, and considering all of the 'what ifs?'.

The authors' knowledge of the two projects is fascinating, and the book is far from simply a study of the remaining prototypes as they exist today – at times getting as granular as week-by-week updates on development. Taylor and Cooke get you so close to the inside story of the cars through its 142 pages that you almost feel part of the process – certainly it enthralls and satisfies the unfulfilled car designer in most of us.

The pair have clearly combed the minutes of every board meeting of the period as they chart the tumultuous story, with engineers Spen King and co fighting to have their cars made. You'll find yourself cheering on the Rover team, hoping the historical facts somehow change and the P8 and P9 do get built. The villains of the story quickly become Jaguar and Sir William Lyons – although the authors offer magnanimity, acknowledging that they were in a pressured position, too.

Where this work unfortunately doesn't quite take enough inspiration from Saxty's rich titles is in the production values. The book is stuffed with photographs enthusiasts will not have seen before, but rarely are they given enough space, while its uninspiring cover is matched by simple page design inside. Some more deliberate input from an editor wouldn't have gone amiss either, because the authors, no doubt eager to get every last detail right, do occasionally descend into listing names that will mean nothing to most readers, and they are easy to lose track of.

These are peripheral niggles, however, to a remarkably well-researched and interesting production that is a must for Rover enthusiasts – and that anyone interested in car development in the post-war British motor industry should strongly consider, too. At £30 it is a bargain; really it deserves a superior second edition that costs more, and makes more of this great story. **CC**

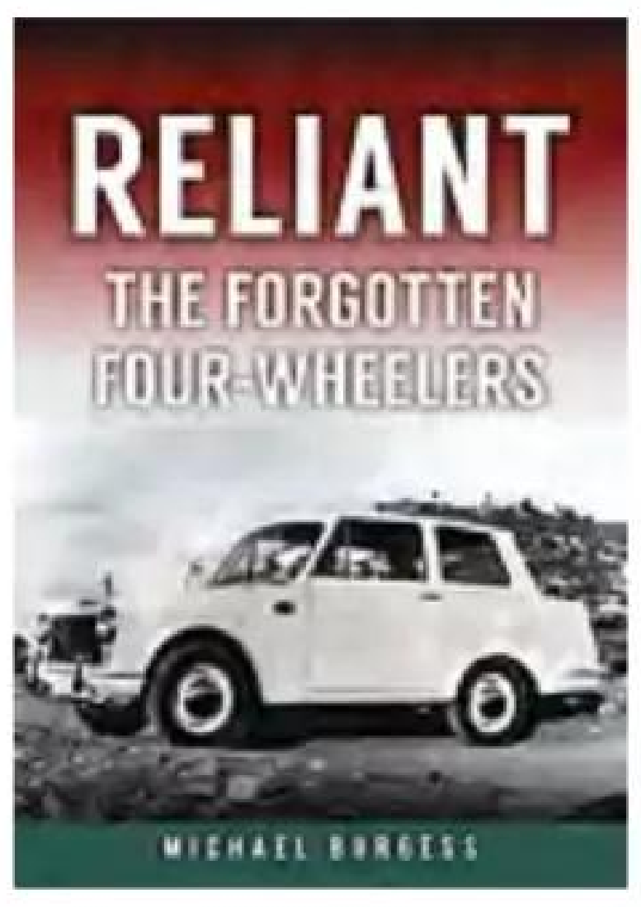
***£30** James Taylor and DJ Cooke,*
The Crowood Press, ISBN 9780719844898

THE KEY
2024

The Key 2024-2025

This hardback yearbook assembles its familiar range of interviews, historical features and its Top 100 Collectors, with seven new entries in the latter. Highlights include a 10-page piece on motoring architecture and a discussion with Enzo Mattioli Ferrari about his restoration business, while a history of steering wheels and a timeline of notable cars offer shorter reads. Sometimes the unpolished design and floaty writing calls the price point into question, but it still offers some interesting perspectives from a range of expert writers. **AM**

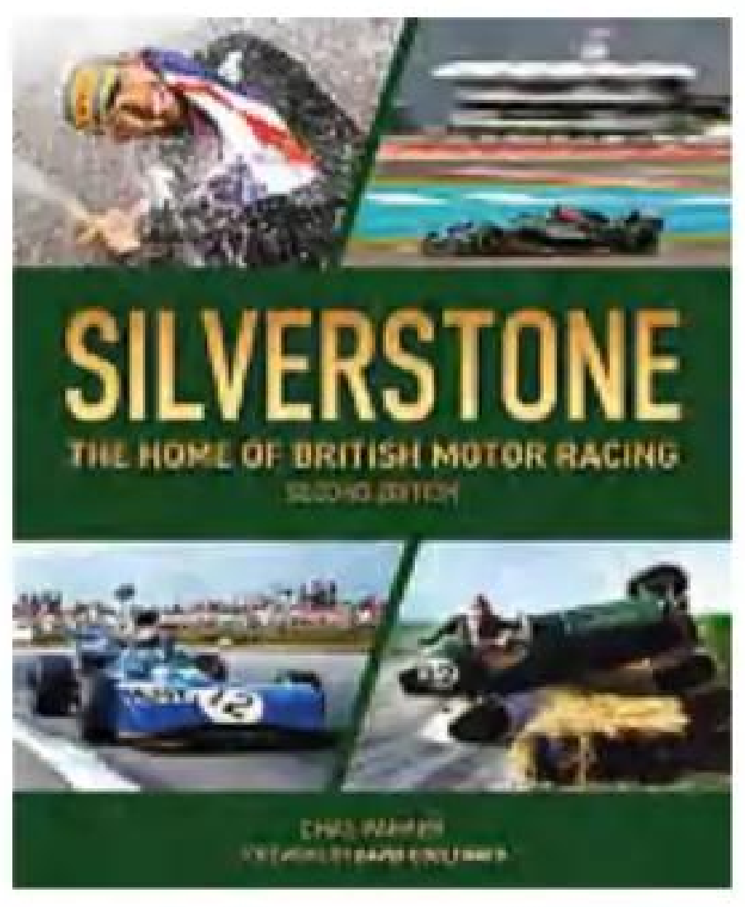
***£76** The Classic Car Trust (tcct.com)*



Reliant: The Forgotten Four-Wheelers

How many Reliant models can you recall? The Robin likely springs to mind, but its more conventional four-wheelers often fly under the radar. This 96-page paperback is a reminder of models such as the Kitten (a four-wheeled version of the infamous three-wheeler) and its Fox pick-up offshoot, plus the Metrocab taxi. A chunk of the book is dedicated to the Scimitar, but there are other interesting stories such as the role it had in siring Turkey's first mass-produced model. **RS**

***£15.99** Michael Burgess, Amberley Publishing.*
ISBN 9781398114234

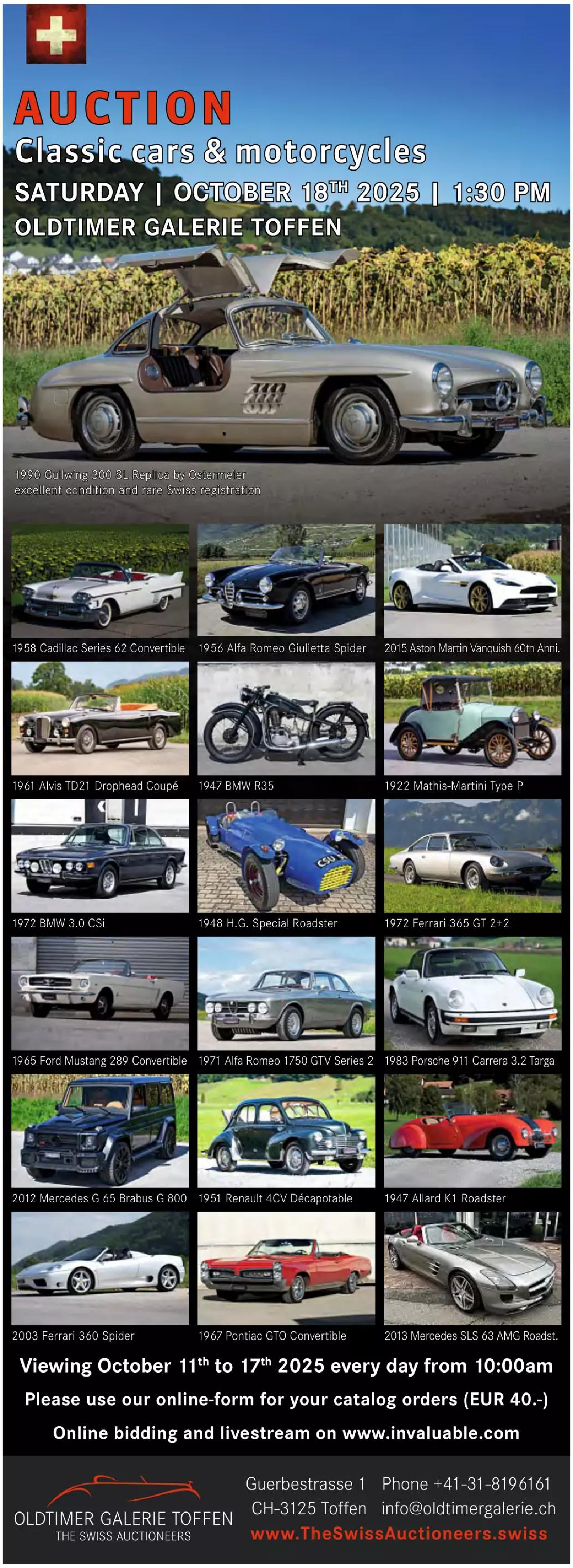


Silverstone

The title of 'the home of British motor racing' has been held by this Northants circuit since the first Grand Prix in 1948. Over the ensuing years, Silverstone has grown from a simple airfield perimeter track, marked out with oil drums, to a state-of-the-art facility. This book tells that story a decade at a time, with interviews from superstar drivers such as Alain Prost and Nigel Mansell. Plenty of detail and fact-filled pages from every F1 event and other major categories at the circuit mean no stone is left unturned by Chas Parker, who is no stranger to quality motorsport books. **DC**

***£60** Chas Parker, Evro. ISBN 9781910505922*

HORTONS BOOKS
HORTONSBOOKS.CO.UK



AUCTION
Classic cars & motorcycles
SATURDAY | OCTOBER 18TH 2025 | 1:30 PM
OLDTIMER GALERIE TOFFEN

1990 Gullwing 300 SL Replica by Ostermeier
excellent condition and rare Swiss registration

1958 Cadillac Series 62 Convertible
1956 Alfa Romeo Giulietta Spider
2015 Aston Martin Vanquish 60th Anni.
1961 Alvis TD21 Drophead Coupé
1947 BMW R35
1922 Mathis-Martini Type P
1972 BMW 3.0 CSi
1948 H.G. Special Roadster
1972 Ferrari 365 GT 2+2
1965 Ford Mustang 289 Convertible
1971 Alfa Romeo 1750 GTV Series 2
1983 Porsche 911 Carrera 3.2 Targa
2012 Mercedes G 65 Brabus G 800
1951 Renault 4CV Décapotable
1947 Allard K1 Roadster
2003 Ferrari 360 Spider
1967 Pontiac GTO Convertible
2013 Mercedes SLS 63 AMG Roadst.

Viewing October 11th to 17th 2025 every day from 10:00am
Please use our online-form for your catalog orders (EUR 40.-)
Online bidding and livestream on www.invaluable.com

OLDTIMER GALERIE TOFFEN
THE SWISS AUCTIONEERS
Guerbestrasse 1
CH-3125 Toffen
Phone +41-31-8196161
info@oldtimergalerie.ch
www.TheSwissAuctioneers.swiss

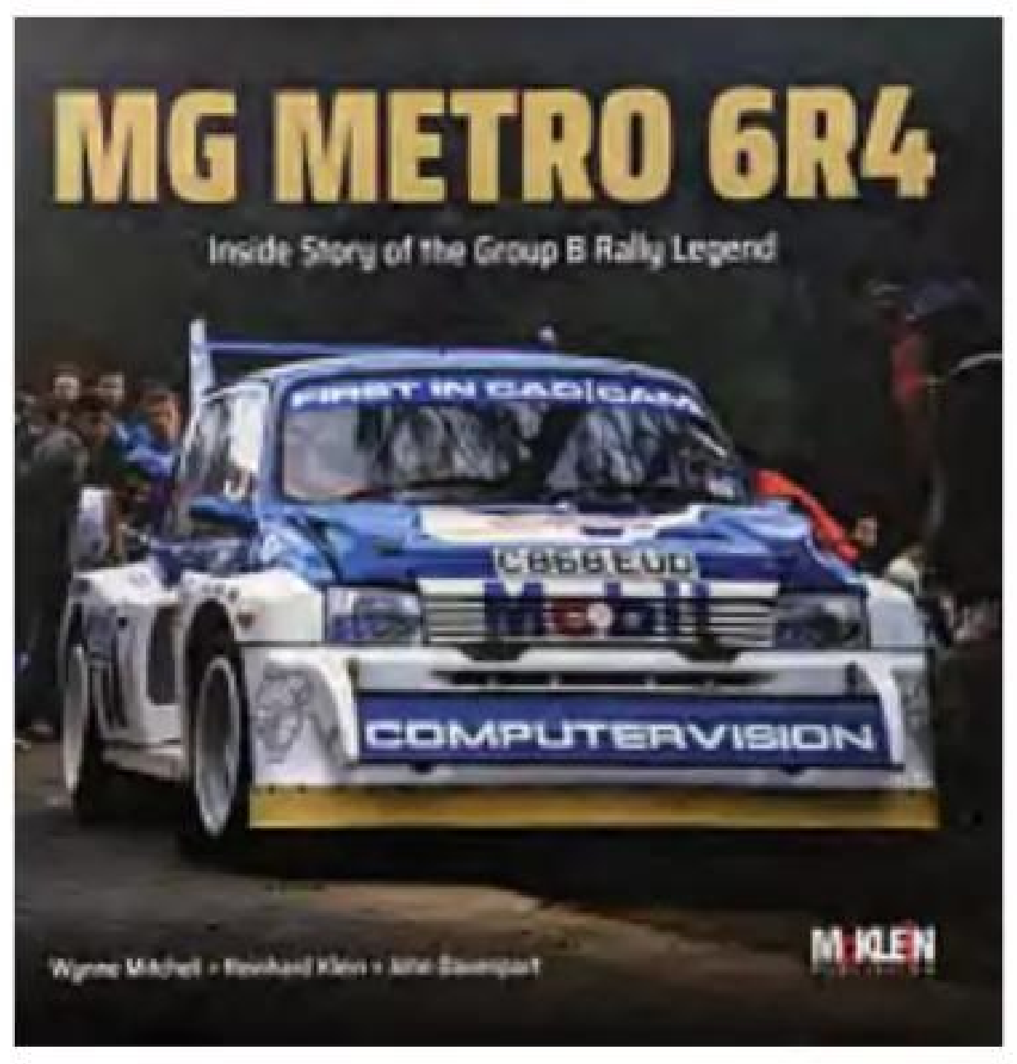
LM4
The life story of an Aston Martin

LM4: The life story of an Aston Martin

A 206-page book on one car is a challenge, particularly a pre-war Aston with a brief works racing history of a few months. Debut author Steve Waddingham relates LM4's seven owners, including fighter ace Dennis Hughes, but there's rather too much filler about the research process because no owners up to the '80s survive. Three-time 24 Hours winner Darren Turner, who provides the foreword, was initially skeptical when invited to co-drive the 1930 Aston at Le Mans, but his insights on working with specialist Ecurie Bertelli and driving at night bring the text to life.

The modern colour photography becomes rather overwhelming, particularly testing at Silverstone and the Le Mans Classic sorties, but inspired ideas include a return to Phoenix Park in Dublin to retrace the tracks of SCH 'Sammy' Davis in the 1930 Irish Grand Prix. The autumnal action shots of a rival Alfa 6C chasing LM4 are superb, but what a shame the modern Goodwood stickers on the Aston weren't edited out. Elegantly designed and beautifully printed, this book might have worked better as a more compact production. **MW**

£125 *Steve Waddingham, Oblique Books. ISBN 9789090401553*



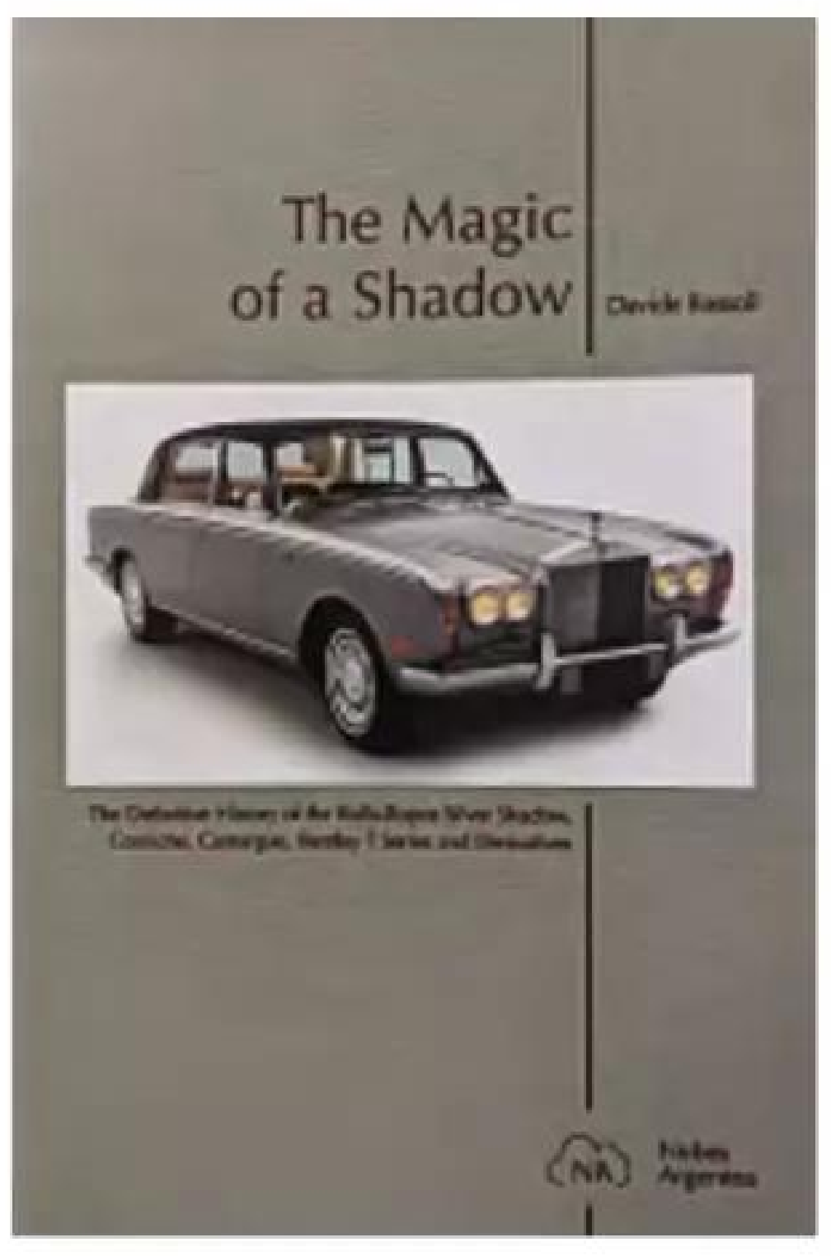
MG Metro 6R4

If you love the 6R4, this 384-page history is worth saving for. The chunky format perfectly suits the 4WD Group B legend developed by Williams Grand Prix Engineering. Written by key characters involved, it opens with interviews with Patrick Head and Brian O'Rourke.

First tested in 1983 around a freezing Chalgrove airfield, the 6R4 got its debut with Tony Pond 13 months later at York National Rally, where it was fastest on the first eight stages. Engineer Wynne Mitchell vividly recalls the early years, covering design, development and testing. There's no shortage of drama from the 1984-'87 seasons, including Pond's near-fatal crash before the 1986 Acropolis Rally.

Fascinating interviewees include Didier Auriol, Marc Duez, Harri Toivonen and Jimmy McRae. As well as international and national championships, the book also covers Pikes Peak, rallycross, the Birmingham Superprix and Barry Lee's Paris-Dakar outings. With a remarkable range of 443 photos, from early testing to homologation, McKlein has done the 6R4 proud with this definitive history. **MW**

€235 *Wynne Mitchell, Reinhard Klein & John Davenport, McKlein Publishing. ISBN 9783947156658 (via rallyandracing.com)*



The Magic of a Shadow

Author/publisher Davide Bassoli continues his series of quality books with this superb history of the Rolls-Royce Silver Shadow family, including the Corniche, Camargue and the Bentley T-series. The clothbound 300-pager covers the revolutionary model in depth, starting with a comprehensive technical study complemented by a superb fold-out colour cutaway and many works drawings. The styling evolution under John Blatchley is particularly fascinating, with rare photos of prototypes including the experimental Tibet, Burma and the sporty Korea, which was sadly scrapped in 1970. A final section entitled The Special Cars features styling drawings, including Giovanni Michelotti's ideas for interior designer Pierre Scapula, and the Krug custom bodies built by FLM Panelcraft.

As well as 437 photographs, many previously unpublished, the book includes 57 paint samples, all individually glossed, and interior colours. Such attention to detail is a trademark of Bassoli's titles. **MW**

€220 *Davide Bassoli, Nubes Argentea. ISBN 9788894456752*

Old cars belong on the road, not in a museum!

Including A cable-car ride to 2732m or 2950m

AUSTRIA HISTORIC OSTTIROL

25,000m DIFFERENCE IN ALTITUDE • 1,000,000 BENDS • 5*GRAND HOTEL
Sunday 28th June to Sunday 5th July 2026

Dolomites and Großglockner
No racing • No speeches • No sponsor obligations • Pure pleasure of driving • Seven nights at the 5* Grand Hotel Lienz
Long and challenging but doable, with the route itself the test
A maximum of 40 teams travel on the most beautiful roads

We will be pampered for a week at the Grand Hotel Lienz *(www.grandhotel-lienz.com)*
Beautiful, big rooms, with spa, pools, terraces and garage parking

Drautal-Plöckenpass - first drive through the Dolomites - Gitschtal - Nassfeld - Weissensee - Mölltal (230km) The first is a long day, but the mountains are worth it. The Villgraten Valley, the ever-changing and interesting Lesachtal with the basilica Maria Luggau from the 16th century before a welcome reception with drinks at the hotel for an evening of reflection, relaxation and camaraderie.

Felbertauern - Pinzgau - Lake Zell - Hochkönig routes - Dientenbach canyon - Großglockner - Franz Josef Höhe - Iselsberg (230km) It's impossible to decide which is more beautiful between Hochkönig, Dientenbach or Großglockner, but with their twisting Tarmac fresh in your memory, there'll be plenty to discuss at day's end.

Pustertaler Höhenstraße - lesser-known Dolomite passes - Plöckenpass - Gailberg Sattel (230km) This route is a pleasure in good weather. As usual, we reunite at the hotel for drinks.

Pustertal - Misurina Seen - Cortina d'Ampezzo - alongside the 'Drei Zinnen' - Falzarego Pass - Pordoi Pass - Gadertal - Staller Sattel (260km) This is a particularly fantastic section, through majestic mountains on wonderful roads and surrounded by nature. A cable-car ride at Pordoi Pass is highly recommended.

The last day is a shorter programme, with a visit to the impressive waterfalls at Umbaltal After lunch, a short walk to this 90m waterfall is highly recommended and a fitting end to a spectacular week before a barbecue in the evening provides a chance for goodbyes. You can then depart or choose to extend your stay in this beautiful area.

Everything is included in the entry fee. Double room per person is €2244, and for a single room €536. The entry is only valid with a photo and €600 deposit. Raiffeisenkasse BIG: RLNWATWW GTD IBAN: AT43 3225 0000 0050 4399

Included: *5*Grand Hotel Lienz - excellent dinner - extensive breakfast - daily welcome drinks - spa - sauna - garage - tolls - motorway vignette - candlelight dinner - roadbook - start number - clubcap - clubpolo - Austria Historic Osttirol badge - service car - mechanics ... and much more.*

AUTOMOBIL VETERANEN CLUB AUSTRIA
Tel +43 699 171 177 12

We are a club for historic vehicles, not a travel or event agency.
We host as enthusiasts for enthusiasts, at a high level.
We take pleasure in driving with friends.
You've got to spoil yourself sometimes.

Vieilles voitures sont sur la route pas dans un musée

Autos antiguos en la carrestera no está en un museo

Autos d'epoca sono in strada non in un museo

Stará auta patri na silnici a ne do muzea

Di oidn Kraxn kean auf'd Strossn, net ins Muesum

Build a legend, piece by piece

CITROËN C4
TOTAL
CITROËN
SPORT
PIRELLI
EURODATACAR
PORSCHE 911
300 SL

At 1:8 scale, each Full Kit by ixoCOLLECTIONS brings legendary cars from automotive history back to life.

Pre-painted and composed of more than **500 metal or injection-moulded plastic parts**, these exceptional models are assembled without glue – 100% screw-built.

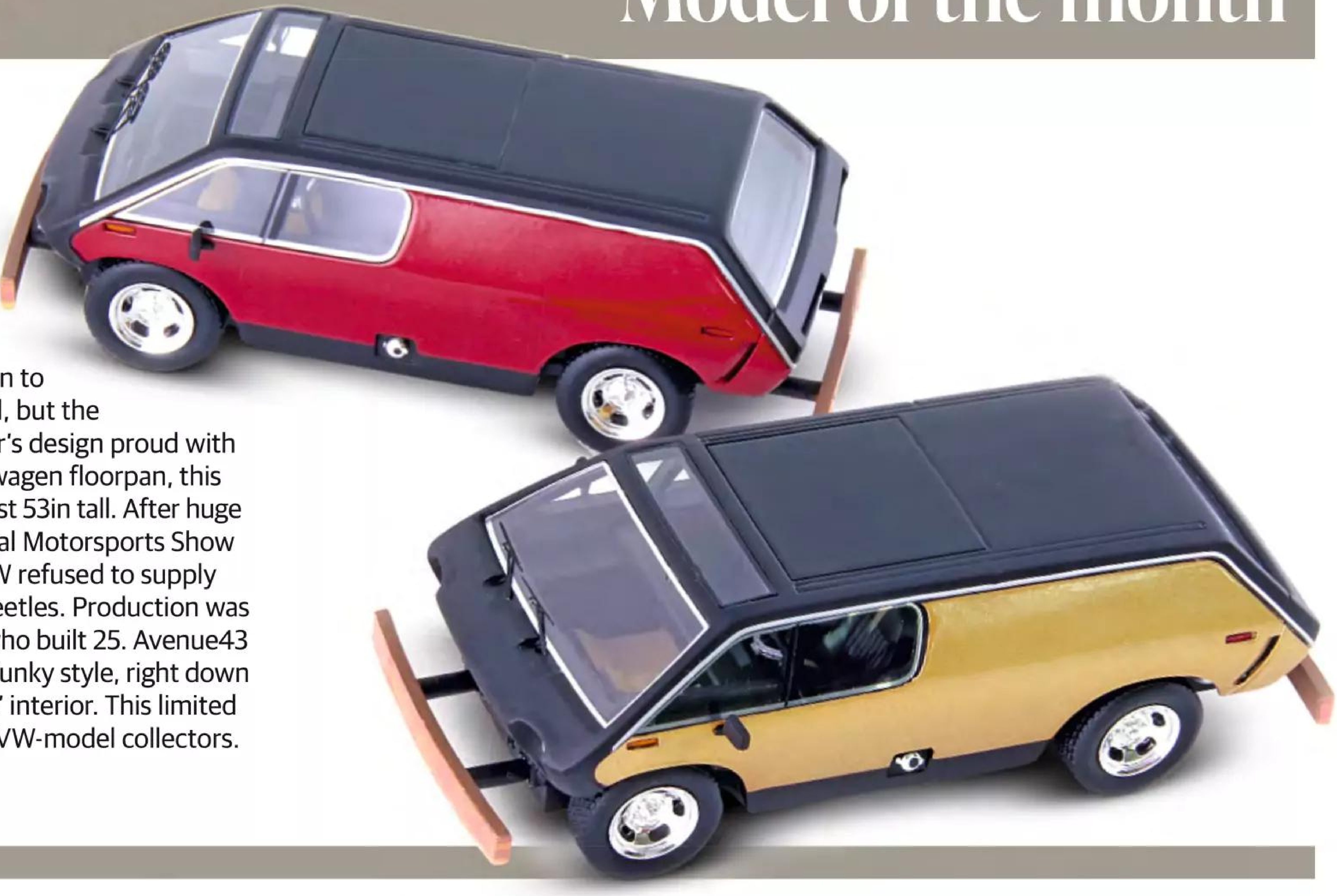
A professional **finish with perfect detailing**.
For passionate collectors.

You don't just own a legend. You build it.

Discover the full range at
WWW.ixoCOLLECTIONS.COM

Models to assemble
1:8 scale

Model of the month



BRUBAKER BOX

Avenue43, 1:43, €103.45

It's amazing that it has taken 53 years for the cool Brubaker Box sports van to be released as a miniature. Even a campaign to convince Hot Wheels to produce one failed, but the team at Avenue43 has done Chris Brubaker's design proud with versions in gold and red. Based on a Volkswagen floorpan, this one-box van had a sliding door and stood just 53in tall. After huge interest at its 1972 Los Angeles International Motorsports Show debut, the project went bankrupt when VW refused to supply parts, forcing Brubaker to buy complete Beetles. Production was taken over by Mike Hansen's Automecca, who built 25. Avenue43 has perfectly captured the Brubaker Box's funky style, right down to the wood-effect bumpers and 'love seat' interior. This limited edition is guaranteed to sell out quickly to VW-model collectors. ***carmodel.com***

1:18

1 Werk83's Michael Schumacher 1991 Jordan 191, £91.99
2 Solido's 1962 Volkswagen Type 2 T1 Samba, £54.99
3 Werk83's 1998 Porsche 911 GT1 test car, £91.99

1:43

4 AutoCult's 1944 Škoda Elektromobil, €121.45 (*carmodel.com*)
5 Spark's Richie Ginther 1966 Italian Grand Prix Honda RA273, £69.99
6 Matrix's 1931 Rover 12 (P1) Tourer, £121.99
7 AutoCult's 1961 Volvo Coupé de Mola, €114.45 (*carmodel.com*)
8 AutoCult's 1938 Mercedes-Benz 400V, €103.45 (*carmodel.com*)
9 Avenue43's Opel Admiral B ZDF-Coupé, €114.95 (*carmodel.com*)
10 Esval's 1947 Cisitalia 202 SMM Cabriolet, £125.99
11 Matrix's 1978 De Tomaso Deauville S2, £118.99
12 Matrix's 2013 Alfa Romeo Disco Volante, £118.99
13 Esval's 2010 Devon GTX, £125.99
14 Matrix's 1970 Triumph TR6 shooting brake, £118.99
15 Matrix's 1967 Land-Rover 109 Bell Aurens Longnose, £118.99

Edited by Mick Walsh. Unless stated, all items are available from Diecast Legends (01483 407555; diecastlegends.com); 10% discount for orders from C&SC readers quoting 'CS1125'

1

2

3

4

5

6

7

8

9

10

11

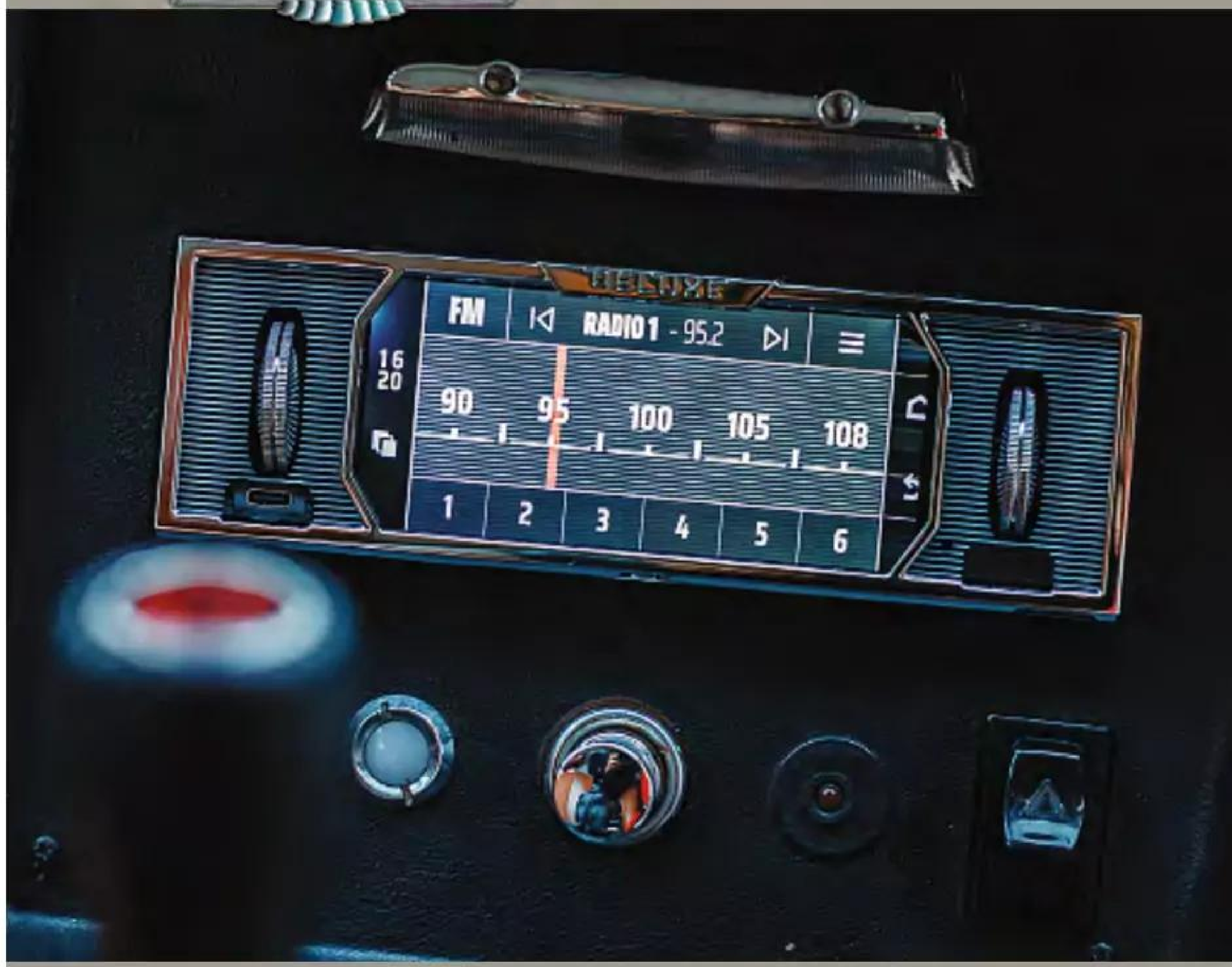
12

13

14

15

Pick of the month



GET BACK ON TRACK

Reluxe launched its new, retro-styled car stereo at the Goodwood Revival. The bespoke system is designed specifically for classics and packs up-to-date technology into a stylish head unit. Designer and co-founder Tom Deng – who started sketching the form and user interface more than two years ago – came up with the idea, to make driving a classic every day less of a chore. Period-style radios with modern features are nothing new (Porsche's £1386 unit was released in 2020), but up to now most have been marque-specific. Reluxe's £949 offering is inspired by old Becker units, and has been road-tested by MGB specialist Frontline and EV-conversion firm Electrogenic to iron out niggles. It packs plenty of features, including a built-in tracker, and there's a custom-made interface for the 5in touchscreen, plus Apple CarPlay and Android Auto compatibility.
reluxedesign.com

Can't stand the heat?

Old underbody heat shields are prone to rattling, particularly as mounting points deteriorate. To save replacing the entire part, Connect Workshop Consumables now offers a repair kit (part no 34316) for £24.78. It includes five 52mm aluminium discs to patch corroded corners, plus five clamping washers to hold the discs in place. Dedicated tools are also available to make the job of fitting them easier.
connect-consumables.co.uk

VOLVO P1800

Cutting a dash

Artist Chris Wadden creates these car-inspired clocks in his Somerset studio. The faces are printed on art paper, then fitted in a 24 x 24cm frame with a quartz timepiece. The designs are reinterpretations of classic binnacles, with a speedometer as the clock face. There are more than 200 options, from Saab 96 to Pagani Zonda, priced at £50 each.
chronosclocks.com

Better night vision

Porsche specialist CarBone has offered replacement and customised gauge faces for a while, but the range now includes Indiglo backlighting. The technology – first developed by watchmaker Timex to improve night-time visibility – uses an alternating current to energise a thin layer of phosphor, which emits a blue-green hue. You can specify it on gauges for a long list of models, including most 911s. Prices start from €2000.
carbone.pl

Tested this month

TITAN TTB775VAC WET & DRY VACUUM

This new Titan shop vac allows a very accessible route to the greater suction power of a professional unit (here 1400W, compared to the domestic limit of 900W) for the hobbyist, at just £59.99. I instantly noticed the greater suction power: far fewer passes of a stretch of carpet were needed to pull up all the debris. Switching between wet and dry usage is a cinch, too: simply remove a bag and put a sock on the filter.

There are compromises for the low price, however: the plastic extension pipe is in three sections that slot together in a slightly flimsy fashion, rather than the typical metal item, and it comes with just two heads – one with an integrated brush would be helpful. The former isn't a concern for cleaning cars, however, for which its 2.4m suction hose is incredibly useful. As a general-purpose shop vac it has its limitations, but it's perfect for someone just seeking a better car cleaner. **CC**
screwfix.com

8/10

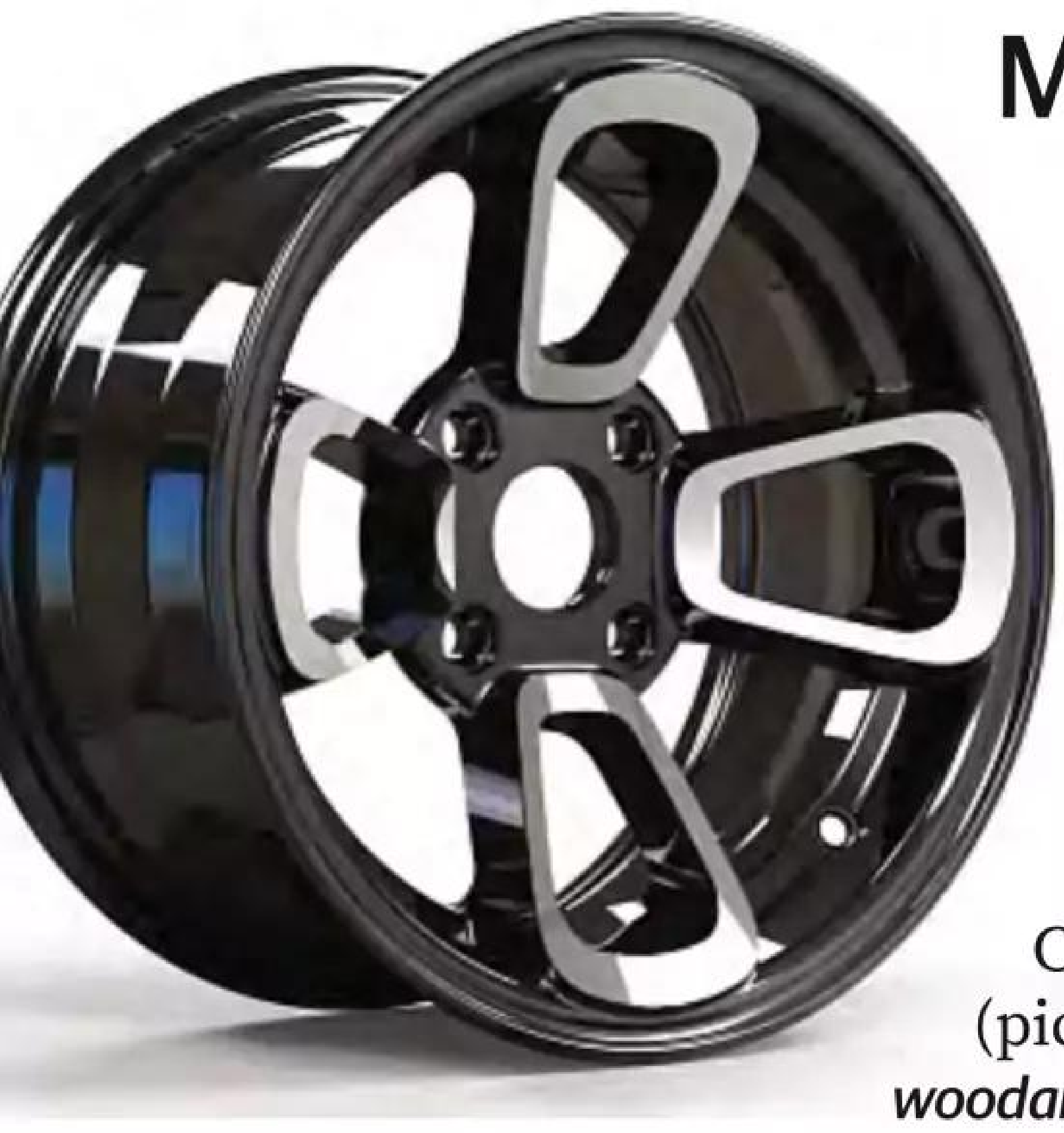
LEGO WILLIAMS FW14B

Let's get this set's one flaw out of the way first: if you're a detail geek, you'll find the mismatched scales of the moustachioed Minifigure of Nigel Mansell and his 1992 title-winning Williams a bit jarring. But this 799-piece Lego kit for grown-ups (number 10353) is otherwise a joy, with working steering, V10 engine detail and display stands for both the F1 car and the figure. The 31cm-long FW14B's proportions are particularly accurate, and it would make a great partner for the Ayrton Senna McLaren MP4/4. It costs £69.99, though we have seen it cheaper with some retailers. **AC**
lego.com

10/10

Take a closer look

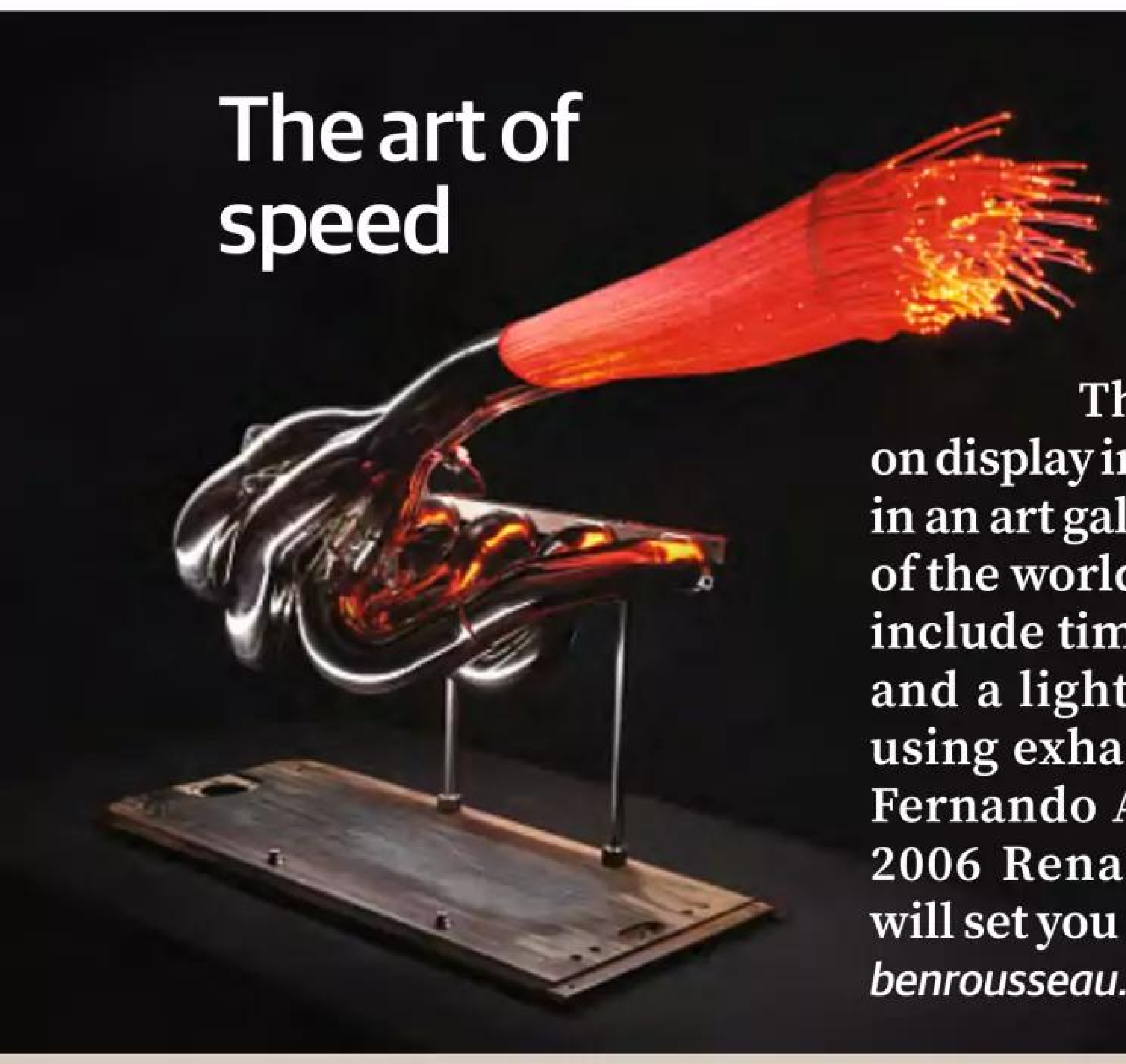
If you need to peek inside your car's engine to diagnose a fault, an endoscope is a helpful piece of kit that can save a lot of time and effort. Laser Tools' high-tech version (£468, part no 9195) includes a 5in LCD screen, a 1m-long cable and a camera that can swivel through 360°. The latter is guided by a controller on the handheld device, with six LEDs to light up your engine's innards.
lasertools.co.uk



Modernising Minis

British coachbuilder Wood & Pickett and car designer Ian Callum recently teamed up to create a £75k Mini restomod. Some of the components developed for the project are now available as individual parts, for Mini enthusiasts who want to customise their own vehicles. These include a billet-aluminium cylinder head, an electric-window conversion kit and Callum-designed 13in alloy wheels (pictured), priced at £500 for a set of four.
woodandpickett.com

The art of speed



Artist Ben Rousseau has turned disused Formula One parts into a collection of dramatic sculptures. The works are currently on display in Escapade Silverstone, in an art gallery housed on the site of the world-famous circuit. They include timepieces, a chandelier and a light sculpture fashioned using exhaust components from Fernando Alonso's title-winning 2006 Renault R26 (left), which will set you back £9250.
benrousseau.com

8/10

SIEGEN EXTENDABLE RATCHET

Easing access for those hard-to-reach bolts and – as I found particularly to be the case – spark plugs, Siegen's range of extendable ratchets adds a few crucial centimetres to your socket set. A pack of three, in ¼in, ⅜in and ½in drives, costs £77.94 (currently on offer at £53.94), but they feel worth that – despite a gentle wobbling when fully extended.

The smallest ranges from 170-230mm long, the largest 300-430mm, with steps in between so you can lock the bar in position; pictured here is the middle ⅜in item at its full (315mm) length. Each has a reverse ratchet mechanism, a push-release for sockets and a comfortable if slightly bulky handle. Not cheap, but a good investment if you're often caught between a bolt and a hard place. **AM**
sealey.co.uk

GARAGE GEAR
IN ASSOCIATION WITH

OAKWRIGHTS®

Celebrating 25 Years

From oak-framed homes and garages to extensions and pool houses, our dedicated team will guide you every step, ensuring your oak-framed vision reflects quality, sustainability and unparalleled beauty.

01432 353353 | enquiries@oakwrights.co.uk
oakwrights.co.uk

OAKWRIGHTS®

Celebrating 25 Years

House your passion with an *oak framed outbuilding*.

We provide a range of expertly crafted timber outbuildings. From single-storey and room over garages to annexes and barns, we blend traditional craftsmanship and modern design techniques to produce bespoke oak frame buildings that bring your dream to reality.

01432 353 353 | enquiries@oakwrights.co.uk | oakwrights.co.uk

Scan the QR code to discover why James & Bec's selected an oak frame garage for their car collection and integrated a home office and guest accommodation into the design.

Mick WALSH

Fifty-one years ago, I walked into WH Smith in Hitchin and spotted *Classic Car* magazine. The cover featured the famous 'Tulipwood' Hispano-Suiza shot in a London mews, and the story by historian Jonathan Wood was worth the 35p price alone. The H6C had just returned from America thanks to Lord Anthony Bamford, who had since sold it to Michel Poberejsky, better known as 1950s racer Mike Sparken. During that summer's school holiday I visited the mews, hoping to see the Hispano, but local dealer Danny Margulies told me the legendary motor was already in the south of France.

Jonathan's feature told the car's fascinating history starting with racer André Dubonnet, who commissioned the special wooden body from aircraft and boat specialist Nieuport-Astra. This 8-litre 'Boulogne' was an unlikely challenger for the 1924 Targa Florio: stripped of wings and windscreen, it was pitched against 37 rivals including Alfa Romeo and Mercedes factory squads. Around the dusty, sinuous course, Dubonnet and his mechanic finished a fine sixth in a gruelling 6 hrs 50 mins.

After driving home, the wooden wonder was little used by the aperitif family heir, who in 1925 sold it to Alexander Keiller of marmalade fame. Before taking it to England, Keiller had Nieuport-Astra road-equip the Hispano with flared wings, lights and dual windscreens. The fabulous machine became the talk of the Brooklands car parks, but eventually it ended up stored in a warehouse on the King's Road.

After WW2 it was discovered in an unloved state by Rodney Forestier-Walker. Following some fettling, the Hispano was driven to his home on the Welsh borders where Forestier-Walker enjoyed five happy years with the car. The next owner was professional gambler Gerry Albertini. 'Mayfair's Golden Boy' jazzed up the Hispano's style with copper plating, new wooden wings to match the body and fold-out steps for access to the back seats. Albertini's memorable sojourns to the Riviera with his wife, Laurel Heath, included a lunchtime meet with André Dubonnet, and the Hispano-Suiza was eventually sold on to America.

On my first trip to California in 1985 I got to see the Dubonnet Hispano in the Blackhawk Collection, but, spotlit in a black, mirrored display space, it looked more Vegas folly than vintage racer, particularly with copper-plated chassis valance and chromed mesh light covers. There it remained, east of San Francisco, until it was auctioned by RM Sotheby's in 2022.

> *'Don McLellan of RM Auto Restoration says that small pieces of reptile skin were found under the upholstery'*

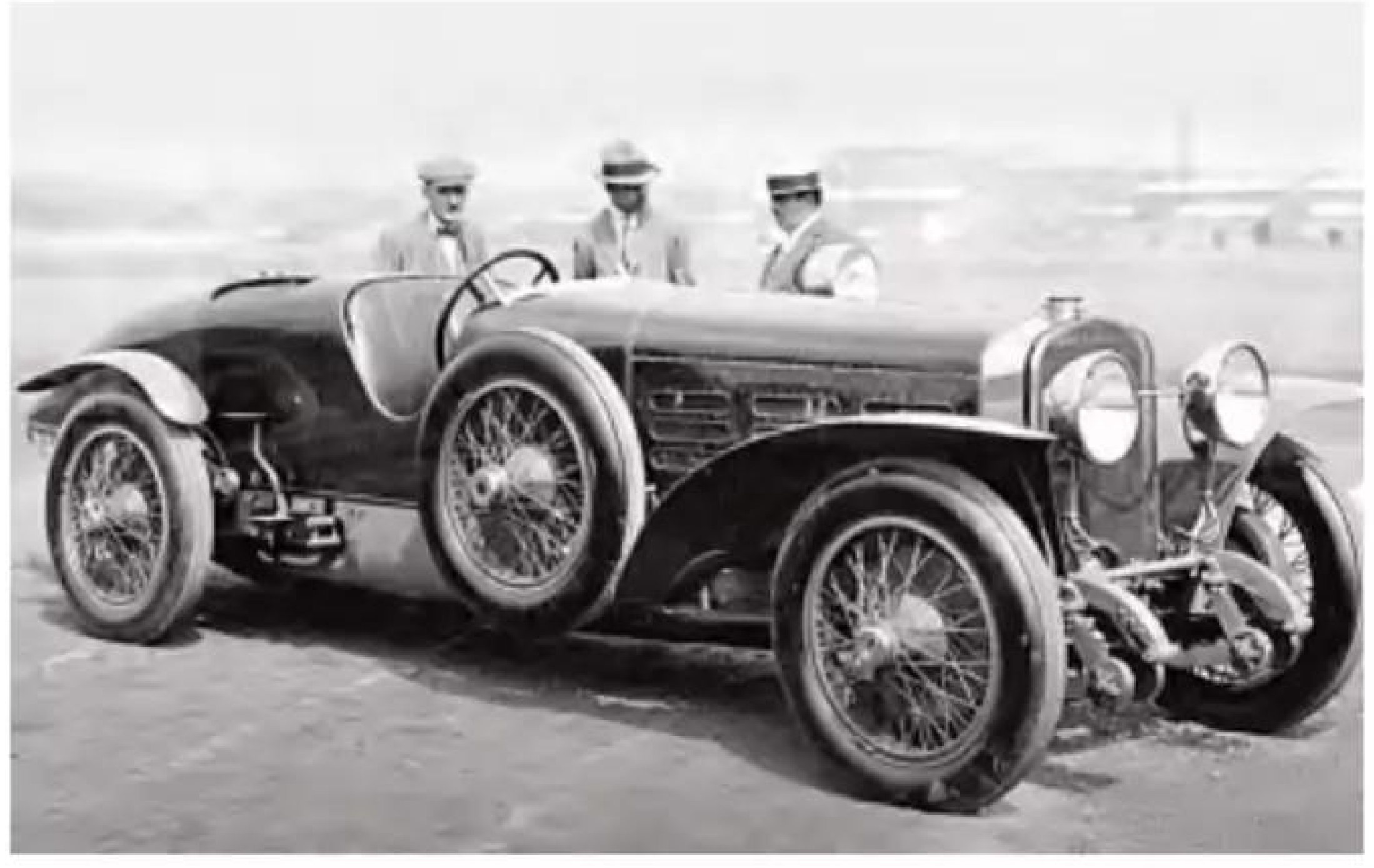
After 98 years, its transformation back to original vintage style finally occurred. From the preview images posted on social media prior to its Pebble Beach victory in August, the rebuild by RM Auto Restoration looked superb. It seems odd that Dubonnet would have specified the bizarre exhaust silencer and alligator-hide trim in 1924, but Don McLellan, president of RM Auto Restoration, reports that small pieces of reptile skin were found under the old upholstery, justifying its exotic retrim.

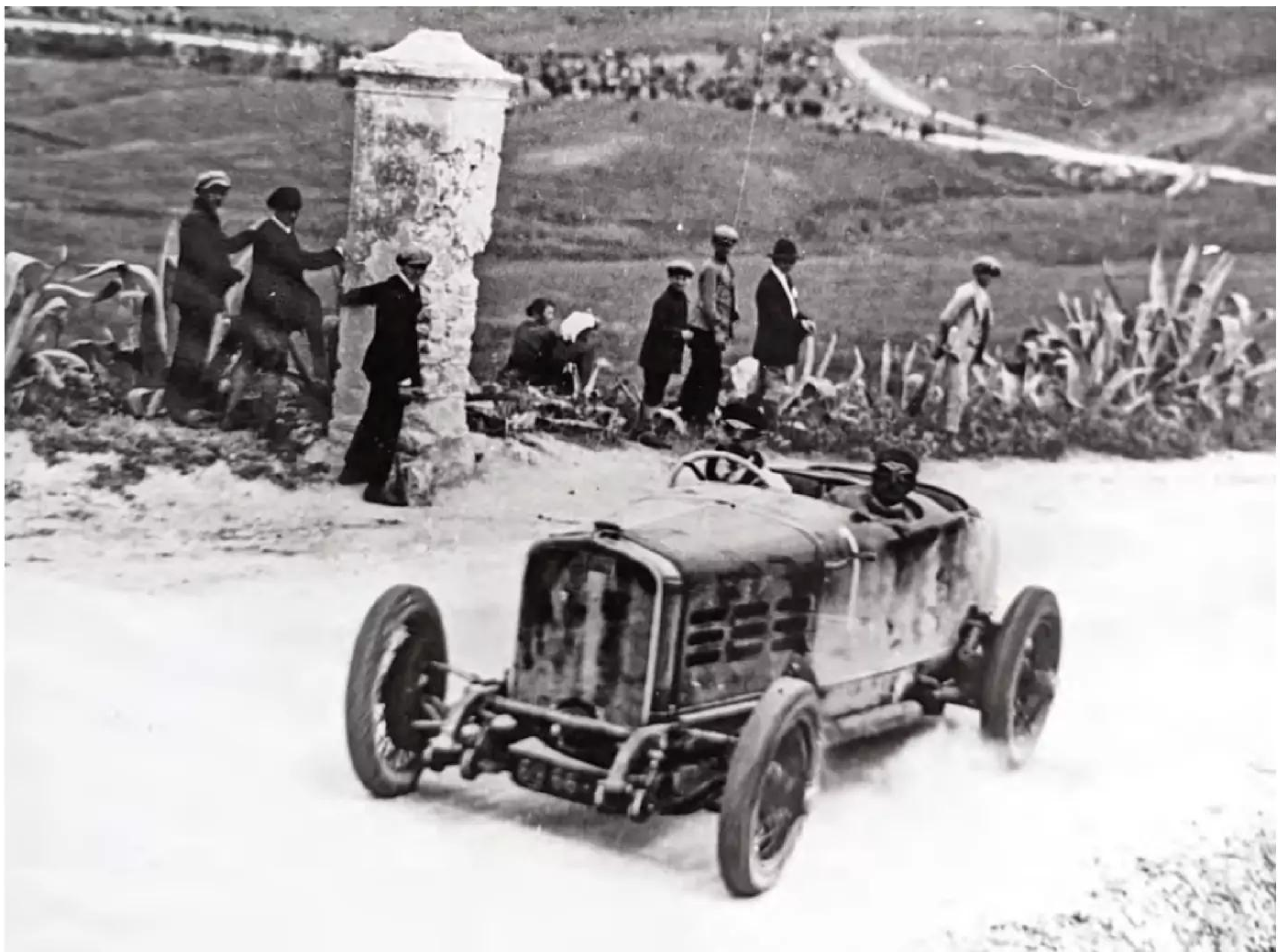
The Hispano spent 20 months in RM's hands, and 84-year-old owner Lee Anderson is looking forward to getting it back to his Minnesota museum, where the H6C will join a stunning collection of vintage wooden boats.

I didn't attend Pebble, but would dearly love to see the restored Hispano one day. Wouldn't it be fun to see it displayed at Henley's Thames Traditional Boat Festival? The body at least has connections with the river: in the mid-'50s, former owner Albertini commissioned a local maritime workshop to make the helmet-style wings that have since been removed.

Some maintain the familiar post-war style should have been preserved because this was how the car looked for 80 years of its 101-year life. I'd be keen to learn what readers think.

From top: the Nieuport-Astra-bodied Hispano in its original road trim; Dubonnet and anonymous mechanic in the H6C, with wings removed, on the 1924 Targa Florio





THE PERFECT START TO SUMMER

THREE CASTLES TRIAL
2nd-5th JUNE 2026

HISTORIC ROAD RALLY FOR PRE-1985 CLASSIC CARS
500 MILES IN A LAND OF MEDIEVAL CASTLES, MOUNTAINS AND MYTH
IMPERIAL CONCOURS • PENDERYN PROLOGUE • 20/20 TESTS/REGULARITY BALANCE

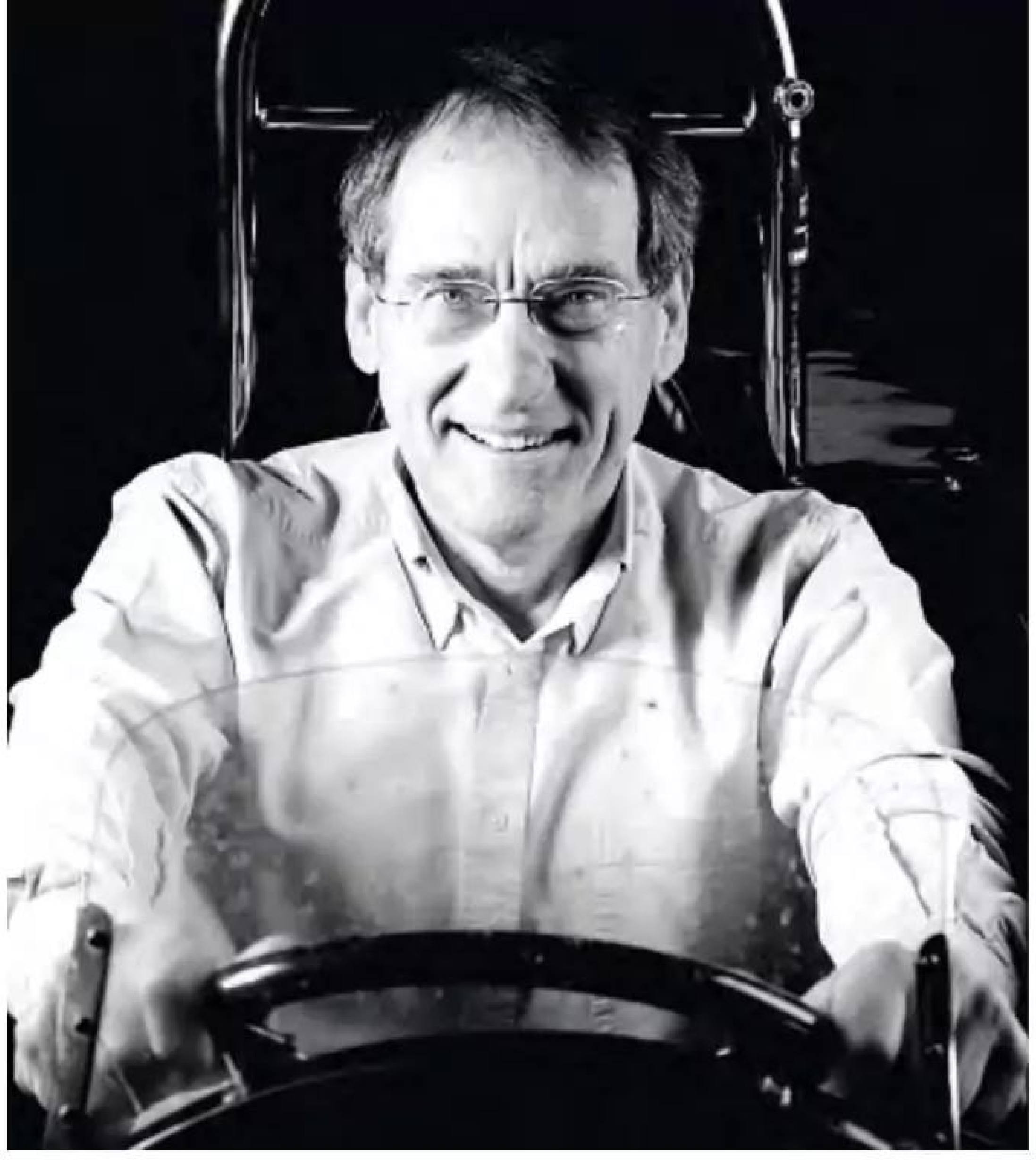
INCLUDES NEW WAYS TO ENJOY A GREAT EVENT:

THE THREE CASTLES TROPHY
Road rally open to new entrants: selected pre-2000 modern classics.

THE THREE CASTLES TRAIL
New category open to past entrants: simpler roadbook, no competition.

FULL DETAILS AND ENTRY INFORMATION
WWW.THREE-CASTLES.CO.UK INFO@THREE-CASTLES.CO.UK

EVENT PARTNERS
Cadw · Llywodraeth Cynulliad Cymru Welsh Assembly Government · Cyngor Gwynedd Council · Cyngor Sir Ynys Môn Isle of Anglesey County Council · Conwy County Borough Council · Mostyn Estates Limited · The Imperial Hotel Llandudno · Brantz Rallymeters · Vintage Tyres · Magneto · Penderyn Single Malt Welsh Whisky · clwydian



Simon TAYLOR

Mr Editor Clements allows me just 650 words for *Full throttle*. That's a problem this month because John Fitch – racer, sailor, inventor, polymath – crammed so much into his very long life. Two years before he died, I spent an unforgettable day with him in his colonial house in Connecticut, surrounded by tottering towers of books and piles of papers – he called it "work in progress" – and listening to his razor-sharp memories.

He came from old American stock: an 18th-century John Fitch fought in the War of Independence and built the first successful steamboat. This John flew P-51 Mustangs in WW2 and was shot down over Germany. He sailed a schooner across the Gulf of Mexico, and dated the novelist Carson McCullers and 'Kick' Kennedy, JFK's sister. In 1948 he set up a sports-car dealership in New York and – having never been to a motor race before – took an MG TC to Bridgehampton and finished fifth. This led to the Fitch Bitch, a V8-engined Fiat Special, and then an XK120-based, cycle-winged racer.

In 1951 he borrowed a crashed Allard J2, straightened its bent chassis against a tree, took it to South America and won the Argentine Grand Prix. For Cunningham he won Sebring and raced at Le Mans four times, and in 1952 he persuaded Alfred Neubauer of Mercedes to do the Carrera Panamericana. Two of the three 300SLs were first and second; Fitch was fourth, only to be disqualified on a technicality.

In the 1955 Mille Miglia, when Stirling Moss took his historic victory, Neubauer wanted to win the GT class as well. Fitch was put in a 300SL and came fifth, won the category, and beat the GT record by an hour. He remembered: "Neubauer was a big, terrifying figure. Everybody was afraid of him. If photographers got too close he'd hit them over the head with his flag. It was all a front to impress organisers and rivals. He was a pussycat, really, driven by his passion for racing, and for his team."

Then came Le Mans. Fitch shared his 300SLR with Frenchman Pierre Levegh, who died with 81 spectators in the worst crash in race history. "Pierre and I got on well," said Fitch. "We'd tested at Hockenheim to learn the airbrake, which stabilised the car very well under braking. Pierre was in sixth place and I was having a coffee with Pierre's wife, Denise, about to get in the car to do my first stint, when it happened.

> "I've always said Mike Hawthorn caused the accident, but he did not cause the tragedy. That was down to the track"

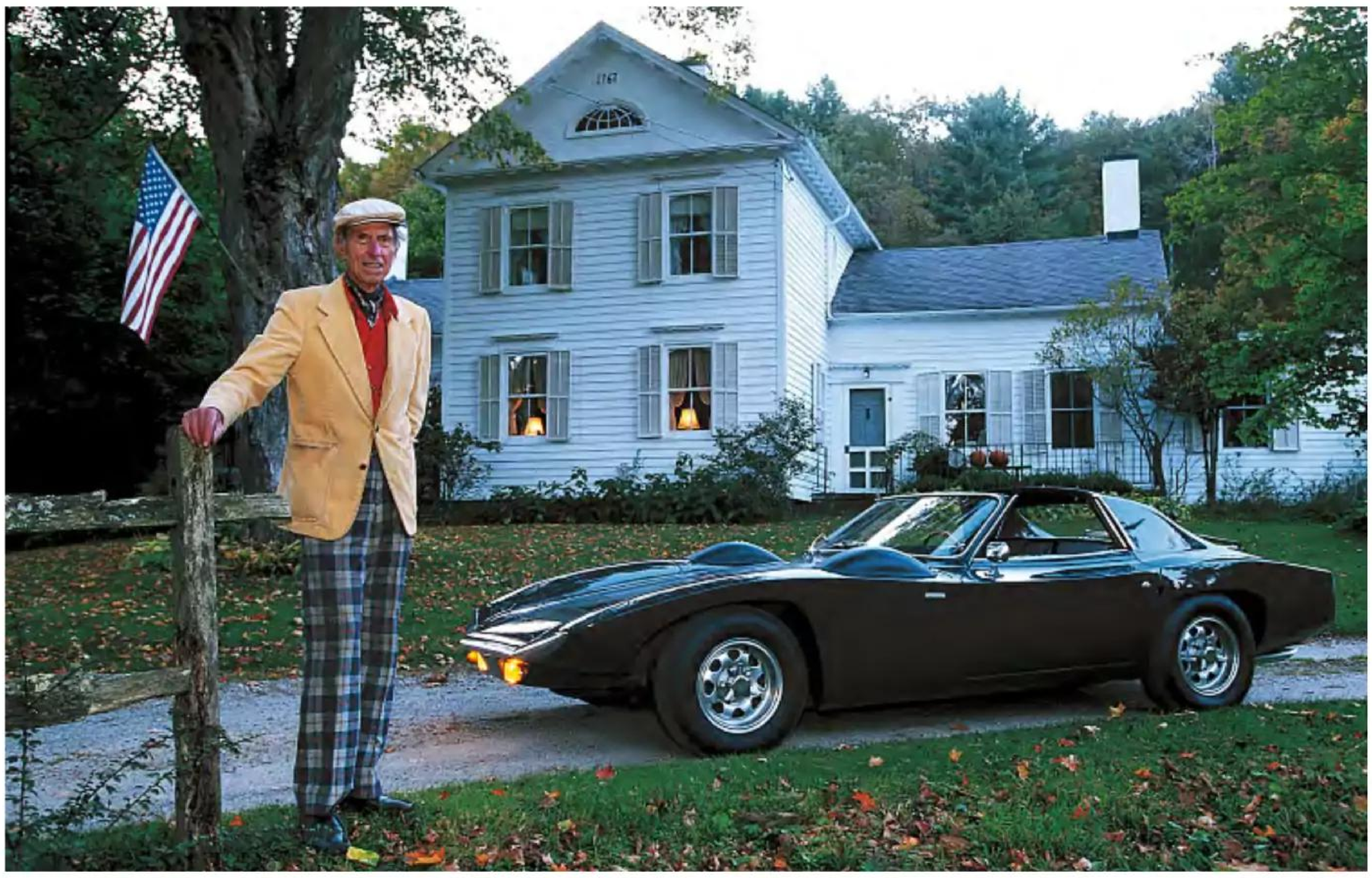
"I've always said Mike Hawthorn caused the accident, but he did not cause the tragedy. That was down to the outdated nature of the track, the pit area on an absurdly narrow curve, and the spectators being so close that if anything happened wreckage could go into the crowd."

For Briggs Cunningham, Fitch raced D-type, Lister-Jaguar, Maserati, Cooper Monaco and Porsche, and he was a key part of GM's Corvette racing effort, winning the GT class at Le Mans in 1960. Later he managed the Lime Rock circuit, and he produced his own car, the Fitch Phoenix, using rear-engined Chevrolet Corvair running gear under a beautiful coupé body designed by his artist friend Coby Whitmore. At the launch in Manhattan 100 deposits were taken, but safety crusader Ralph Nader's campaign against the Corvair killed it. Fitch drove the prototype to the end of his life.

Still he kept thinking up new ideas: a clever safety barrier that became universal on US highways, waterless cooling for cars, secondary braking for trucks and buses, an ecologically efficient fireplace for houses, a spine-traction device for bad-back sufferers. His energy never waned. He was 93 when he told me: "I have so much to get done, and I have to be prepared, any day, to become incompetent." But that never happened. After a short illness he died at 95: only then did he desert his pile of papers.

From top: John Fitch in a Maserati 250F at the 1955 Italian Grand Prix at Monza; at home with the Phoenix prototype, which he never sold

GETTY



'26
MONACO
HISTORIC GRAND PRIX TOUR 2026
21–27 APRIL
V EVENTS.CO.UK

MONACO HISTORIC TOUR

HOSTED BY DEREK BELL

21ST – 27TH APRIL 2026

A TOUR THROUGH PROVENCE TO THE MONACO HISTORIC GRAND PRIX

Since 2016 we have been organising tours of the south of France to coincide with the Historic, and we are delighted to be returning in 2026 with a 6-night event combining the magic of Provence with a weekend of 5-star hospitality in Monaco, hosted by Derek Bell and his wife Misti.

During the tour we'll be visiting the finest hotels in Provence, and driving some of the most spectacular roads anywhere in Europe. Then, after lunch on the Friday, we go up a gear and head into Monaco for a packed programme of historic racing, and superb hospitality throughout the weekend.

Entry is limited to just 20 cars (both classic and modern), and we hope that you will join us for an unforgettable week.

For further information, and to receive
a brochure please contact Chris Bucknall.
chris@v-management.com
01635 867705

v-events.co.uk

V
EVENTS

Martin BUCKLEY

The Veteran Car Club of Great Britain calls it The Hare chases the Snail, and as an example of pure English nonconformity (and charm), I can't imagine anything more representative in the world of old-car events. Very old cars in this case, the idea being that chugging, London to Brighton-ineligible machines (the 'hares') get to mix it with puttering, mostly single-lung 'snails'.

Beautifully organised and discreetly marshalled, it was held in my part of the Cotswolds this August and based at the Royal Agricultural University. Navigating with the easy-to-follow road book, it was two days of sun, fun and fresh air that took in a thoroughly enjoyable visit to the Bugatti Owners' Club at Prescott on the Saturday and the Classic Motor Hub near Bibury on Sunday, with appropriate coffee stops and pub lunches along the way.

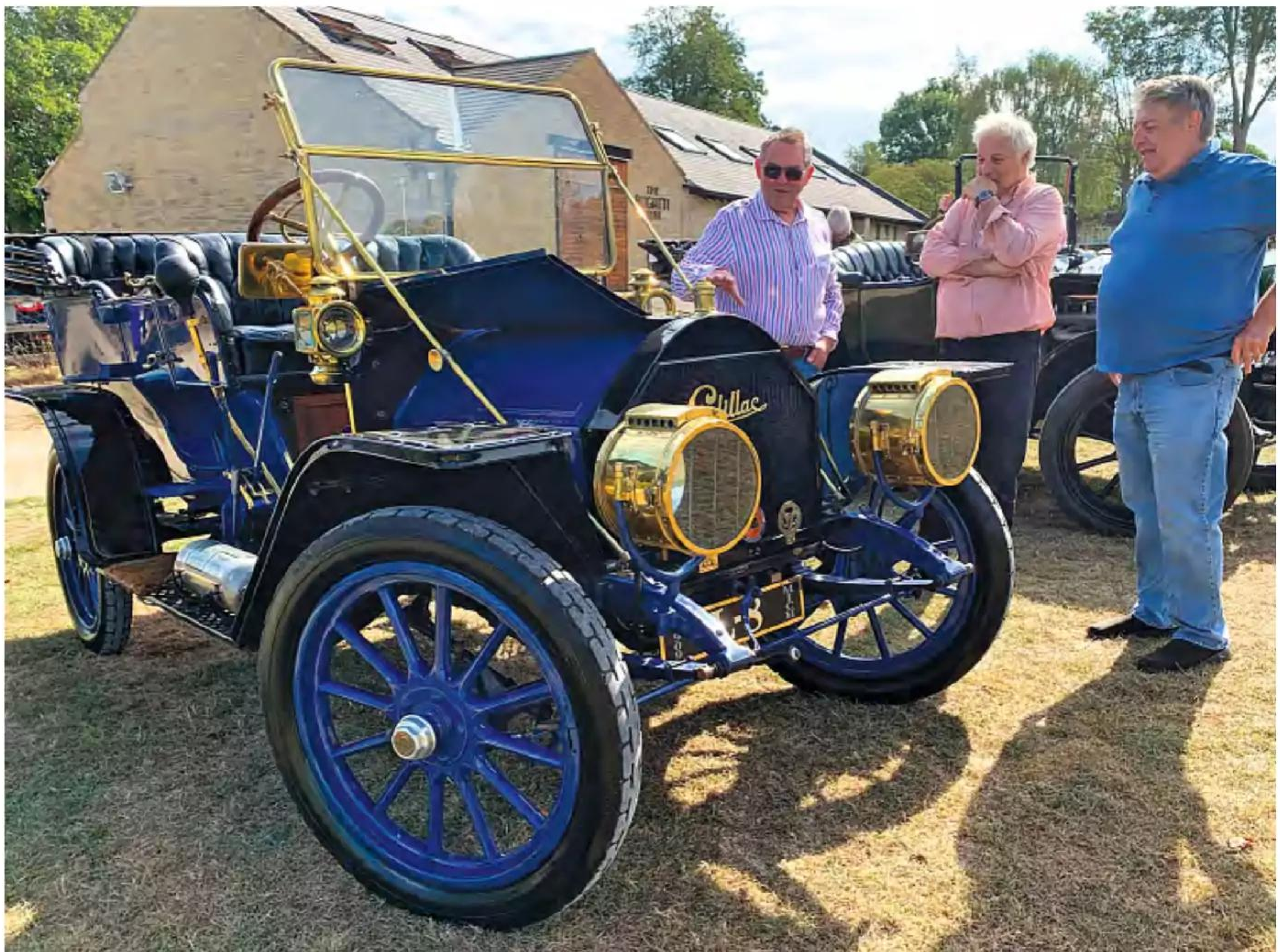
They must have been a tougher breed 100-plus years ago. On Monday morning, I was not only shattered, but carrying a left hip so painful I nearly took a trip to A&E. Without noticing, I'd been using it to brace myself against cornering forces when I should have been hanging on to the grabhandle on the back of the driver's seat.

The seat in question was fixed to Pete Wood's 1909 Cadillac: a 45mph, wood-wheeled 'Brass Era' job. Its four-cylinder engine had the look of Victorian plumbing, but its well-earned reputation for reliability, plus the torque to traverse inclines fairly effortlessly, makes these popular. It was Pete's first trip in the 1909, which he bought as something more usable to supplement his single-cylinder 1904 car.

The mixture of characters – and the very English eccentricity attached to the mere act of driving these wacky automobiles in the first place – made the privilege of participating in this event a bit like being in the midst of a *Carry On* film. As ever, it's all about the people-watching. The bloke in the big, wonderfully scruffy 6-litre Berliet had the aura of a man who had just dragged this monster out of a scrapyard in 1955. At the other extreme, I actually heard the passenger in a little Edwardian 12hp Rover say "toodle pip!" as she drove off, quite without any irony or affectation. Silky-sounding and immaculate, the Rover's gleaming differential had a filler cap with the legend 'worm oil' cast into it. No, it was not meant to be lubricated by a blend of common garden invertebrates, but was – of course – a worm-gear differential.

> *'The mix of characters made the privilege of participating feel a bit like being in the midst of a Carry On film'*

From top: the world of veterans is a family-friendly and inclusive one; handsome 1909 Cadillac is former *C&SC* man Pete Wood's latest 'modern' purchase



Mostly avoiding main roads (because of the massive speed differential between ancient and modern traffic), we often found ourselves on sun-dappled single-track lanes, moving through tunnels of overhanging trees where moss formed undisturbed in the middle of the road. In Pete's Cadillac you sit way above Range Rover height, your reward for the vibration, dubious mechanical (rear-only) brakes and lurching gearchanges being the view. At times we could see for miles over the rolling lushness of a Cotswolds landscape that left me not so much breathless as quietly moved, stirred by how beautiful and unchanged most of it is.

The villages, hamlets, churches and ancient clusters of honey-coloured farm buildings would have looked much the same had we been motoring when the Cadillac was new, 126 years ago. In those days, a horseless carriage would likely have been regarded with suspicion – or even fear – by the rural public. But in the Cotswolds, as on the London to Brighton Run, we were greeted with smiles and cheers.

There was a *Timeslip* element. With the music of Vaughan Williams (or Elgar?) striking up in my head out of nowhere, I was getting visions of Jack Hargreaves and his 1970s wood-whittling series *Country Matters*. Here was that England Jack was in search of: not a rubbish- and graffiti-strewn dystopian nightmare, but peaceful, welcoming, and as it used to be.

QUALITY ENGRAINED

ROUND WOOD

of Mayfield

ROUNDWOOD.COM

Where classic craftsmanship meets timeless design

Our oak frame garages are traditionally crafted with pegged mortise and tenon joints, pre-assembled in our workshop for precision and ease of build.

Choose from nearly 50 standard designs or work with our expert team to create a bespoke garage, tailored to your exact requirements.
From design and planning through to assembly, we combine decades of experience with uncompromising craftsmanship to deliver a structure as timeless as the vehicles it protects.

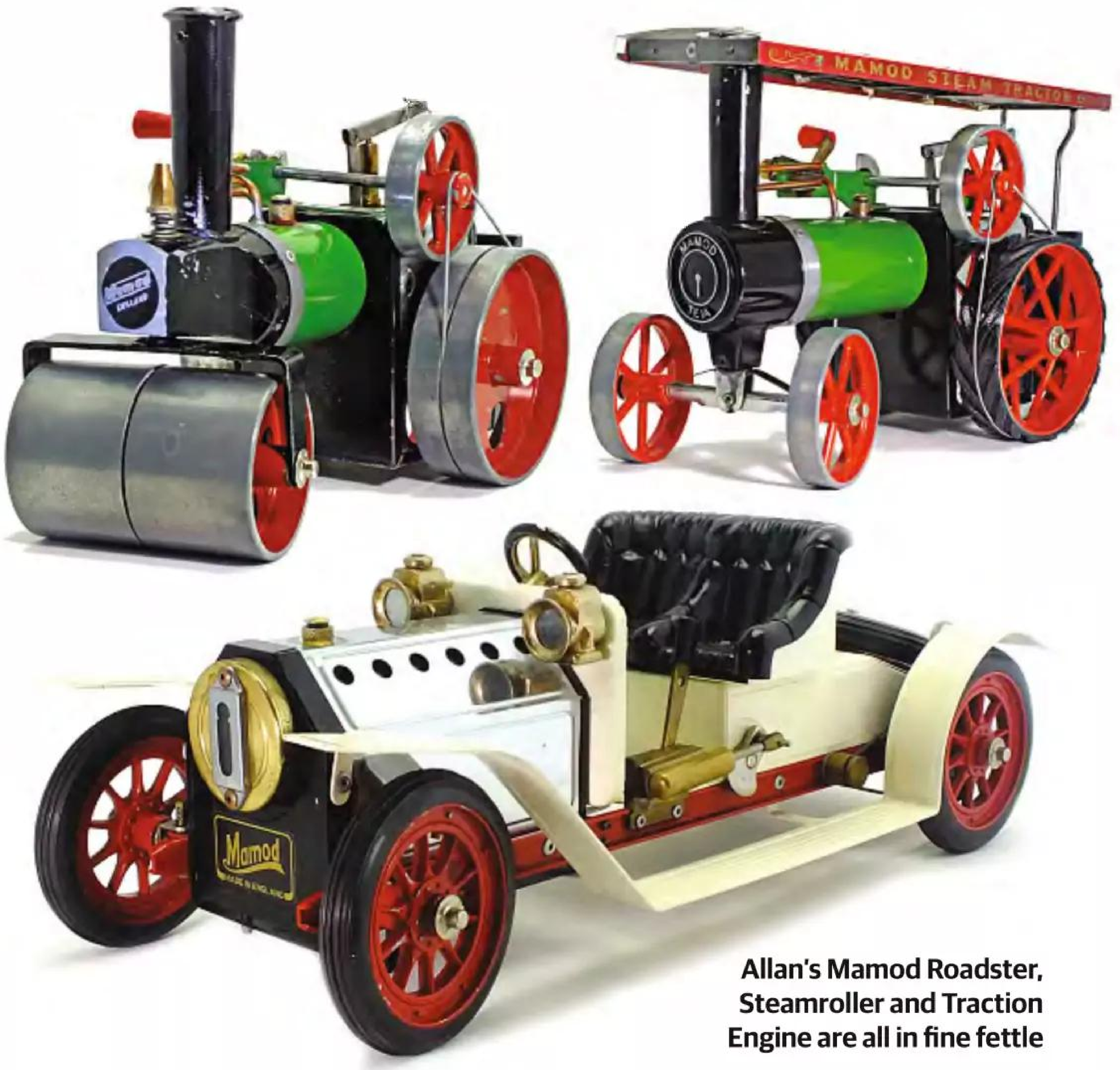
framing *your* legacy

Oak Framed Garages • Barns • Annexes • Offices
Garden Buildings • Summer Houses

www.roundwood.com | 01435 860 260 | buildings@roundwood.com

Letter of the month

GETTING ALL STEAMED UP



Allan's Mamod Roadster, Steamroller and Traction Engine are all in fine fettle

I loved Martin Buckley's piece about his Mamod Roadster (*Backfire*, July). Martin is always my go-to when I get a new magazine delivered, but enough sycophancy…

It rang a bell with me when Martin mentioned it went away when he was 15; I still have a little stationary engine and it, too, was put away in my teens. He must have been so rich to get a Roadster, though! I've just recently bought myself a Roadster and was pleased to see the picture of Martin's one. I've subsequently bought three more Mamod engines as 'spares or repair' and restored all of them. I was intrigued by the Mamod backstory and the fact that the firm only closed last August.

Martin stated 'I doubt it will ever see any steam-related action again', but you'd be surprised. The three engines I bought were all loft/shed finds dating from the late '60s to mid-'70s, but after a wee bit of TLC they are all running now.

I hope Martin hangs on to his Roadster and maybe gets it going again. It won't be that difficult. Don't fully restore it, though, because they are only original once and they tell a story with their battle scars – Martin's especially, because it has been in his family for its whole lifetime.

My Roadster is from 20 November 1979 – it's date-stamped inside the box. The Steamroller and Traction Engine are even older. The Roadster was in really good condition when purchased, but the others were 'parts only' — that's why I think Martin would be surprised: I bet it would definitely 'steam up' again.

I'm currently restoring a stationary engine that is as old as me (65), and even that worked before I stripped it. Hopefully it'll work once more soon.

Allan Boyd
Via email

Letter of the month wins a top motoring title worth up to £150 (including postage), courtesy of Hortons Books. Founded in 1997 by father-and-son Mike and Ben, and now run by Ben and wife Jennifer, Hortons is a leading expert in new, used and out-of-print motoring literature, with some 12,000 books and brochures in stock.

Call 01672 514777 or see
hortonsbooks.co.uk

HORTONS BOOKS

Write letters to
alastair.clements@haymarket.com

Affair of the heart

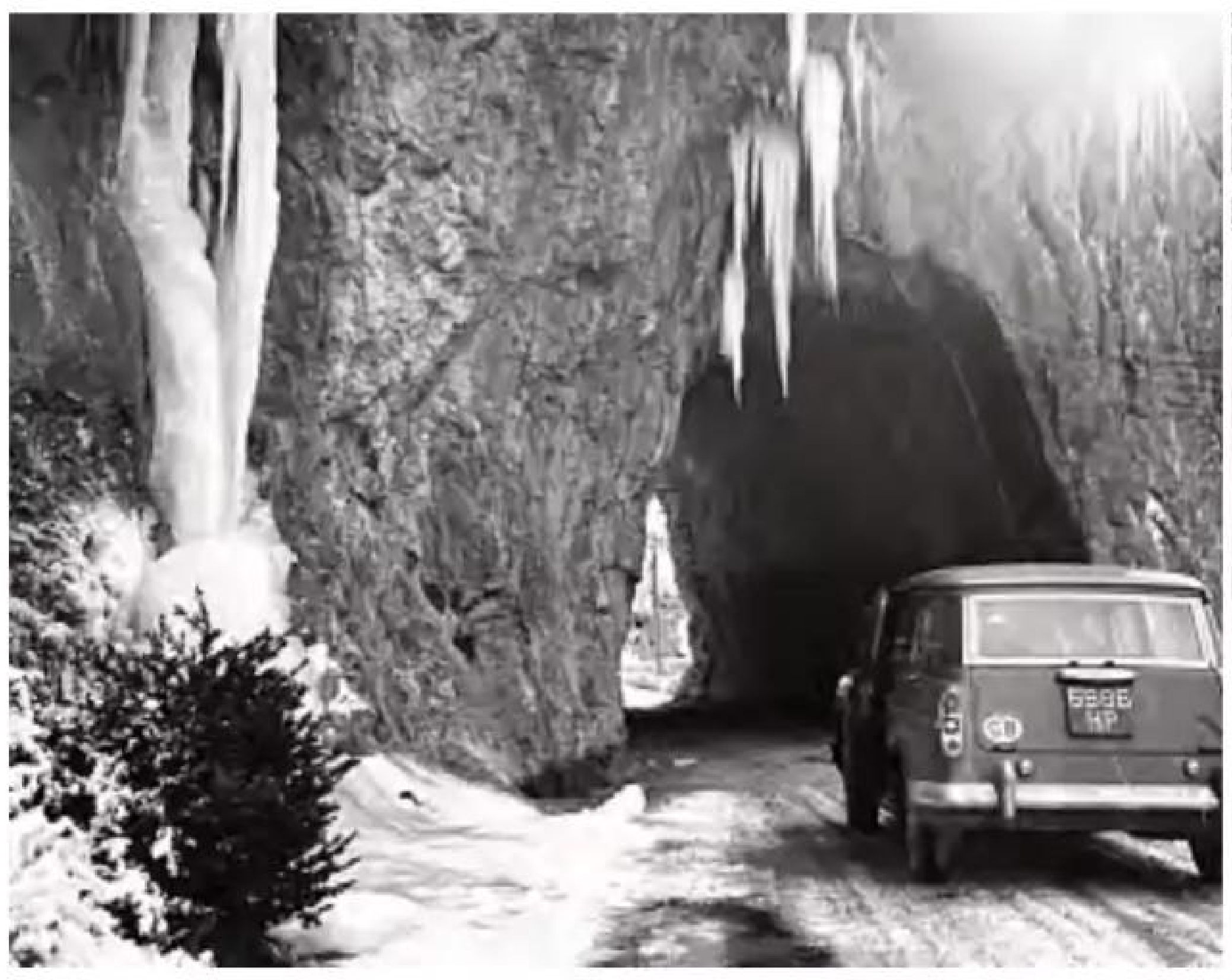
We can find interesting cars in almost every movie in existence, so an exhaustive work on the subject would be impossible by definition, but your selection of 174 titles, to my count, must be one of the biggest yet in a classic car magazine (June).

If I can add my contribution, allow me to mention two little-known films in which the car is a main character. In the first, *It started with a kiss*, Sgt Joe Fitzpatrick (Glenn Ford) drives his wife Maggie (Debbie Reynolds) in the actual Lincoln Futura from the south of Spain to the USAF base of Torrejón de Ardoz, near Madrid. In the amazing 1959 film by George Marshall, the Futura is cited as "the Picasso of automobiles".

While researching my book, *Pegaso, El coche español de ensueño*, the owner of a Pegaso by Serra told me about a 1957 Paramount film by Don Siegel, *Spanish Affair*, starring Richard Kiley and Spanish singer and actress Carmen Sevilla. Siegel must have fallen in love with the Pegaso, because it appears in virtually every scene, in picturesque locations on roads in Segovia and El Escorial, and also in central Madrid.

Mario Laguna
Luxembourg

SPANISH AFFAIR
JOSE GUARDIOLA
TECHNICOLOR



Dancing on ice

After going through the very well-documented article about the Humber Super Snipe and Hawk Estate written by Martin Buckley (August), I couldn't resist having a look at my pile of archives. I had remembered having bought some old souvenirs belonging to the famous British race reporter and photographer Gordon Wilkins, so please find above a few pictures that he took during a very snowy and hectic Rallye Monte-Carlo in 1961 with his battered (and probably factory-loaned?) Humber Hawk Estate .

In the comments handwritten on the back of one of the photos, he said: 'Narrow tunnels, dizzy gorges and endless hairpins – all among snow and ice at around 4000ft. These are the hazards which face competitors in this year's rally in the five "flat-out" sections which are virtually a mid-winter motor race.'

Jean-François Bouzanquet
Megève, France

Pedant of the month

Pedant of the month wins a *C&SC* baseball cap. Send your observations to *alastair.clements@haymarket.com*

July's *Lost & found* piece 'Sorry Stiletto is back to form' cites that the 1967 Sunbeam was Cornish-registered, which sounded odd. On a post-'63 suffix registration mark, the last two of the first three characters denote the location in which the vehicle was first registered, in this case YB.

Those two letters are coded to Somerset, specifically the town of Taunton. I will stand corrected, but if the car was registered in Cornwall, would it not have carried a Cornish area code? Registration mark credentials for Cornwall were AF, RL and CV, all assigned to Truro. Other Somerset codes included YA, YC and YD.

Richard Pryce

Comments & clarifications

The IMC Ford Cougar II was 1:25 scale, not 1:24 (*Letters*, August). Most European and Japanese kits use 1:24, but US ones tend to be 1:25. I had this kit as a youngster and recall it fondly. As with all my childhood models, it fell apart and was discarded.

IMC
FORD COUGAR II

Jeffrey Miles

Thank you for September's Rolls-Royce Phantom story. Unfortunately, there's a small mistake: all three – not two as stated – Spanish Phantom IVs are well cared for in the Royal Guard barracks in El Pardo, Madrid. Limousines 4AF14 and 4AF16 are used widely for ceremonial duties, and cabriolet 4AF18 was last used by Princess Leonor in 2023.

Fernando García-Repáraz

Nomad? No!

I have to politely disagree with Martin Buckley's claim that the Humber estate (August) featured 'Chevrolet Nomad styling'. The Nomad, in its original (and most fondly remembered) 1955-'57 form, was only available as a range-topping two-door sports estate with long, undivided rear side glass. The vertical C-pillar of the Humber brings to mind the economy-focused Studebaker estate of the period, but even it, like the Chevy wagons, managed to look much less slab-sided.

If you must compare it with an American design, I'd suggest the wagon variants of the Checker cab series. Like the Humber, they featured slab sides and rectangular windows, as well as vaguely Chevrolet-like styling.

John Boyle

Colbert, Washington, USA

Special memories

I refer to John Dickinson's August *Letter of the month*, telling the story of the British Leyland Special Tuning Day at Mallory Park on 11 June 1972. He asks if any other readers were there… yes, I was!

I was a Longbridge employee at the time, having joined the company as one of three graduate trainees in the Austin/Morris sales and marketing team, in September 1968 (the following year there were more than 100 recruited). By 1972 I was the district supervisor for the Nottinghamshire and Leicestershire area, so this event happened on my 'patch'. On that day I was assigned the London to Mexico World Cup Rally Triumph 2000 to demonstrate. The car was somewhat battle-weary and the sheepskin seat covers quite dirty. The thing is, it had a kph speedo: the customers were thrilled to be doing 120, even touching 130, down the straight.

I remember Harry Shillabeer because I was enrolled on a three-week police driving course, using Austin Westminsters and learning the art of the book *Roadcraft*. I, too, am now 80 years old and I must have driven close to a million miles since then; I believe the lessons learnt from Harry have saved my life, many times over.

We all know the negative aspects of BLMC, but for someone like me, starting out in business, it was really fun. I left shortly after the Austin Allegro was launched in 1973. You need not ask why!

Richard Wright

Surrey

GETTY

Credit where it's due

I very much enjoyed your celebration of the centenary of the Rolls-Royce Phantom range (September), and in particular the section on the Phantom VII (2003-'17), a model of which I'm a serial owner and a big fan [*Rowan also drove the V16 Phantom Coupé in Johnny English Reborn (above)… Ed*]. However, I thought it a shame, when crediting the car's design, for you to make no mention of the chief designer, Ian Cameron.

Of course, as is ever the case, he had a large team of designers working under him, some of whom you did mention in the piece. But it's the chief designer who has the unenviable task of corralling all of those disparate creative inputs in order to shape a cohesive whole, and why they are usually (and justifiably) given more credit than anybody else for a successful outcome.

Rowan Atkinson

London

Bond on show

I have always been a fan of films, especially those that feature cars. So when I read through your issue about movie vehicles (June), it brought back great memories of watching all of those magnificent automobiles zooming across the big screen. I was the ripe old age of seven when I first saw James Bond and that famous Aston Martin DB5 in *Goldfinger*.

This year's Cincinnati Concours d'Elegance, the oldest event of its type in the USA not on the West Coast, featured Icons of British Motoring, and fittingly showed a replica of that Bond car (below left). One of the two originals was at the same event back in 2013.

Mark R Turner

Cincinnati, Ohio, USA

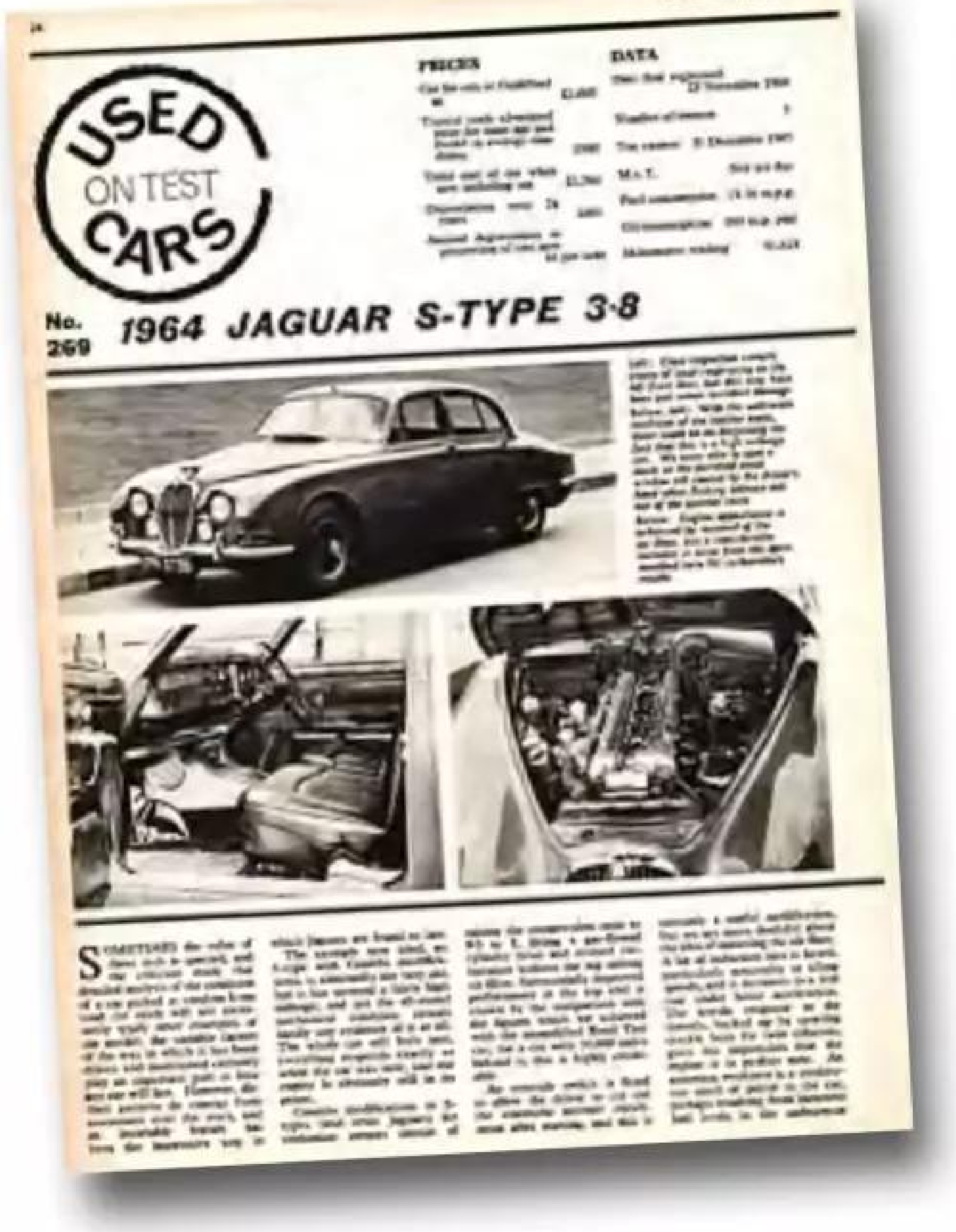
Television critic

I often think Martin Buckley and I are related, because his thoughts frequently coincide with mine. Regarding his September *Backfire*, *Wheelbase* (above) was a must-watch in the '70s for a teenage car enthusiast. They actually properly reviewed the vehicles, and it was not all about self-promotion and ludicrous scripts; I still remember a review of the then-new Triumph Stag being driven across France.

For me, there has never been an intelligent car programme since. William Woollard was the only *Top Gear* presenter I rated – at least he didn't buy a farm!

Peter Rugg

Cornwall



USED ON TEST CARS

No. 269 1964 JAGUAR S-TYPE 3·8

John's S express

The article on Coombs Jaguars (September) reminded me of an *Autocar* 'Used Cars on Test' from 6 July 1967, about a 1964 Coombs S-type already with more than 51,000 miles on the clock. EPK 373B was bright red with chrome wire wheels, had most of the Coombs mods, and was described as having 'terrific response to the throttle' but making 'a real roar under fierce acceleration'.

The figures are interesting: it achieved 0-40mph in 5.2 secs, compared with 5.5 secs for the standard car, while 0-110mph was cut from 47.9 secs to 38.4 secs – clearly the improvement in power was very much at the top end.

The Coombs S-type posted a 0-120mph time of 54.7 secs, which the standard car could not achieve. Is anything known about this car – did it survive? It does not come up on the DVLA database.

Stephen Clapcott
Via email

The brown identity

Your article on Coombs Jaguars (September) has finally induced me to write. I was going to after the March 2012 piece on Coombs Mk2s, but could not (and still can't) find a photo of the car finished in "Rolls-Royce Sable, which we couldn't stand" as mentioned by Ken Bell in 2012. My father bought this car in 1967 or early '68 and ran it until 1971-'72, when the part-exchange offered was too low so my brother took it on. Family life intervened, so it didn't progress much and he gave it away in c1991 when he moved to the USA. The information fed back was that it was too far gone to repair.

It didn't have bonnet louvres, but did have modified arches, an E-type wheel, long-range fuel tank and wire wheels in body colour, which helped the looks.

When with its first owner (Nigel Waite?), it was registered NW 1, but this changed when the car was sold. Allegedly, Norman Wisdom tried to buy the number. For some reason, bearing in mind its state in 1991, I looked it up on the gov.uk website and 906 GBL is still taxed, albeit now grey rather than Sable.

Martyn Webb
Via email

Humber's heyday

It was fascinating to read Martin Buckley's piece on big Humbers (August). He suggests they are sub-Jaguar, but to a car-mad boy of the 1950s and '60s, Humbers were less estuary, less spiv than a Jaguar and far superior to any Ford or Vauxhall, especially in the days of the MkIV Zodiac and PC Cresta.

Look at the styling and it's easy to see how the saloon evolved like the Hillman Super Minx. I think I can detect that car's dimmable dash warning lights: an extra layer of plastic could be flicked down to reduce night-driving glare.

As a forecourt worker in the '60s, I can say that the wire holding the Humbers' fuel filler/offside rear reflector was a real pain when trying to get the cap back on in a hurry in wet weather. I'm also glad the Imperial got a mention because it's so often overlooked, but was a thing of envy in its day.

Maurice Hardy
Via email

Forgotten Frua

I thoroughly enjoyed the 'Surrey's speed king' story on the Coombs-modified Jaguars (September). I was interested to read about 3071 PK, but I would disagree that it is the only surviving Coombs E-type: the unique Frua/Coombs fixed-head is very much still around, with continuous history from new.

It has a tuned engine with a gas-flowed head, lightened flywheel, straight-through exhaust, Koni dampers, competition wires etc. Ken Bell remembers it being at the Coombs premises, and the team's chief race mechanic, Roland 'Roly' Law, would have looked after it in the back workshop.

There is a great early photo taken from inside the Frua after a performance-testing session, showing a neatly installed Halda Speedpilot in the glovebox, a second rear-view mirror and Sun Tuning equipment in front of the car. The Frua E was exhibited and launched at the Geneva Salon in 1966, as were the Lamborghini Miura and Ferrari 330GTC.

Glenn WIlliams
Via email

CLASSIC & SPORTS CAR

IN THE DECEMBER ISSUE*

CITROËN VS JAGUAR

Futuristic *déesse* and traditional Mk1 offer differing ideas of luxury

138 UYM
643 UYY

PLUS Prime Porsche for a song: our buyer's guide to the brilliant Cayman

*On sale 6 November, contents subject to change

SUBSCRIBE AND MAKE SURE YOU GET YOUR COPY OF *CLASSIC & SPORTS CAR* FIRST EVERY MONTH

See the latest offers at

www.themagazineshop.com/classic-sports-car

TOM HARTLEY JNR

EXQUISITE CLASSIC & PERFORMANCE CARS

2015 MCLAREN P1

- 1 of only 375 examples ever produced worldwide
- A spectacular spec example that benefits from single ownership and just 1,585 km from new
- Optional extras include MSO features including the Chrome Titanium exterior paintwork
- Currently located, registered and taxes paid in Switzerland
- Excellent service history, with all services carried out by McLaren Geneva
- Totally indistinguishable from new and offered complete with its all-important service/warranty supplement, hybrid charger, spare key in its McLaren presentation box, McLaren car cover and its dedicated history file

£POA

2022 FERRARI 812 COMPETIZIONE
A stunning, UK supplied example that benefits from a fantastic specification and just 149 miles from new .... **£POA**

2021 FORD GT CARBON SERIES
A UK supplied, delivery mileage example and one of only 50 Carbon Series ever produced.................................... **£POA**

2019 MCLAREN SENNA
A single owner example that benefits from a host of MSO features and just 595 miles from new.. **£POA**

A HANDPICKED SELECTION OF OUR CURRENT STOCK

THE SUNDAY TIMES TOP TRACK 250 2020 pwc

Telephone: **+44 (0)1283 761119**

TOM HARTLEY JNR

EXQUISITE CLASSIC & PERFORMANCE CARS

1950 FERRARI 166 MM LE MANS BERLINETTA

- 1 of only 5 examples ever produced and a very coveted model for any Ferrari connoisseur
- A matching numbers car including its chassis, body, engine and gearbox, as confirmed by its Ferrari 'Red Book' Classiche certification
- Presents extremely well following a previous comprehensive restoration
- Eligible for all the great motoring road and concours events
- A very significant model in Ferrari's history

£POA

1967 LAMBORGHINI MIURA P400
Fresh from a world-class restoration and star of the 1968 French film 'La leçon particulière' .... **£POA**

1965 FERRARI 275 GTB ALLOY
Full matching numbers, Ferrari 'Red Book' Classiche certification and finished in its very attractive original colour combination... **£POA**

JAGUAR XK150 3.8 'S' FHC
A highly desirable variant of which only 115 right-hand drive examples were ever produced.................................... **£POA**

WE ARE ALSO ALWAYS LOOKING TO BUY SIMILAR VEHICLES

www.tomhartleyjnr.com

THE QUEEN'S AWARDS FOR ENTERPRISE: INTERNATIONAL TRADE

THE CLASSIC MOTOR HUB

AVAILABLE FOR SALE

1973 FERRARI 365 GTB/4 "DAYTONA" SPIDER CONVERSION

One of only 158 RHD cars imported new to England

Converted to Spider configuration in 1988/89 by Moto Technique for Graypaul Ferrari

Desirable air conditioning and electric power steering

Re-painted and re-trimmed in c.2012

Exceptional history file

SCAN ME

ENQUIRIES : +44 (0)1242 384092 : SALES@CLASSICMOTORHUB.COM : CLASSICMOTORHUB.COM

DDCLASSICS

A SMALL SELECTION FROM OUR LARGE AND VARIED SHOWROOM

1929 BENTLEY 4.5 LITRE BLOWER (RHD)
FITTED WITH A PERIOD CORRECT SUPERCHARGER
POA

1957 DUA-GHIA CONVERTIBLE (LHD)
AN ULTRA-RARE ITALIAN-AMERICAN GRAND TOURER
POA

1924 BENTLEY 4.5L 3-4 1/2 LITRE (RHD)
A SPITFIRE FOR THE ROAD!
POA

2003 BMW Z8 ROADSTER (LHD)
ONE OF THE FINAL PRODUCTION YEAR EXAMPLES
POA

2008 ROLLS-ROYCE PHANTOM DROPHEAD COUPE (RHD)
ONLY 10,000 MILES FROM NEW
POA

1971 FERRARI 365 GTB/4 DAYTONA (RHD)
UK-SUPPLIED BY MARANELLO CONCESSIONAIRES
POA

1967 MERCEDES-BENZ 250SL PAGODA (LHD)
A TRULUY EXCEPTIONAL EXAMPLE THROUGHOUT
POA

2012 MINI COOPER COUPE (RHD)
ONE OWNER AND ONLY 5,800 MILES!
POA

1952 JAGUAR XK120 FHC FAST ROAD SPEC (RHD)
SUBJECT TO A BODY-OFF RESTORATION
POA

+44 208 878 3355 INFO@DDCLASSICS.COM
97-101 NORTH ROAD, KEW, RICHMOND, SURREY, TW9 4HJ

HYMAN LTD.

WHERE GREAT CARS
ARE BOUGHT & SOLD.

SOLD 1938 LAGONDA
V12 DHC

AVAILABLE 1965 SHELBY
COBRA CSX7000

AVAILABLE 1954 ALFA ROMEO
1900L by GHIA

AVAILABLE 1954 ARNOLT BRISTOL
BOLIDE

SOLD 2013 ROLLS-ROYCE
PHANTOM DHC

AVAILABLE 1956 MASERATI
450S RECREATION

AVAILABLE 1936 PEUGEOT
402 ECLIPSE

AVAILABLE 1970 CITROEN
DS21 DROPHEAD by CHAPRON

SOLD 1959 MERCEDES-BENZ
300SL

SCAN FOR OUR
FULL INVENTORY

hymanltd.com

+1 (314) 524-6000

2025 Copyright Hyman Ltd.
St. Louis, Missouri

Dick Lovett

2022 Ferrari SF90 Stradale

The SF90 Stradale is Ferrari's first plug-in hybrid, combining a 986-hp V8 with cutting-edge electrification for thrilling performance. Inspired by the 1970 512M, this example hails from Ferrari's exclusive Tailor Made 'Inspirazioni' programme and is finished in Rosso Corsa with a bespoke white and blue livery. It has covered fewer than 1,000 miles from new, and other specification highlights include the Extended Fiorano Pack, Carbon Fibre Rear Diffuser, LED Steering Wheel, Apple CarPlay, Rear Parking Camera, and striking 'Oro Opaco' forged wheels.

Scan below to see more:

£359,990

2023 Ferrari 296 GTB - Atelier

- 1,862 Miles
- Rosso Magma with Daytona Racing Seats
- Assetto Fiorano / Exterior Dreamline Highlights

£249,990

2020 Ferrari 488 Pista

- 984 Miles
- Grigio Alloy with Charcoal Alcantara Interior
- Front Lift / Extensive Carbon Options

£334,990

2019 Ferrari Portofino

- 17,086 Miles
- Nero Daytona with Sabbia Leather Interior
- Black Ceramic Exhausts / Full Electric Seats

£119,990

Dick Lovett

2016 Morgan Aero

- 12,837 Miles
- Sport Blue with Yarwood Tan Leather
- Aero Racing Package / Hard Top

£99,990

2010 Alfa Romeo 8C Spider

- 11,805 Miles
- Bianco Madreperla with Tan Woven Leather
- No. 181 of 500 Worldwide Examples

£244,990

Dick Lovett

2010 Abarth 695 Tributo Ferrari

- 270 Miles
- Rosso Corsa with Black Alcantara Interior
- Ferrari Touches Thoughout / Sabelt Seats

£43,490

Dick Lovett
est. 1966

WE WANT TO BUY YOUR CAR.

Modern prestige, luxury, and performance cars wanted.

Please call Matthew Beard on +44 (0) 7860 911 959 or sell@dicklovett.co.uk for a valuation.

+44 (0) 1793 615 000 | 'The Copse', Frankland Road, Blagrove, Swindon, Wiltshire SN5 8YW | www.dicklovett.co.uk

HENDON WAY MOTORS
EST. 1952

2005
FERRARI
612 SCAGLIETTI
BLUE EXTERIOR
29,000 MI
POA

1970
PORSCHE
911 T TARGA
FULLY RESTORED
TO CONCOURS
STANDARD
495 MI
POA

1992
PORSCHE
964 CARRERA
4 TARGA
WRAPPED IN MAROON
102,000 MI
POA

For Collectors of Modern Art,
experts in Ferrari, Porsche, Jaguar and AC Cobra

hendonwaymotors.com / +44(0)20 8202 8011

ASTON MARTIN SPECIALISTS
NICHOLAS MEE
EST.1993

A SELECTION OF OUR CURRENT STOCK:

NICHOLAS MEE & CO

1960 Aston Martin DB4 GT
£POA

We are delighted to offer this sensational DB4 GT, finished in Sea Green with VM3253 Connolly Green hides, as it was when delivered new. This superb example of the rare and highly coveted DB4 GT, has an excellent history, been the recipient of a world class restoration and has covered only very limited mileage, since completion of the restoration in 2015.

1969 Aston Martin DB6 Volante **£675,000**

1967 Aston Martin DB6 Volante **£535,000**

2000 Aston Martin V8 Vantage Volante 'Special Edition' **£750,000**

1960 Aston Martin DB4 Series I **£465,000**

1988 Aston Martin V8 Vantage Zagato **£325,000**

1969 Aston Martin DB6 – Vantage Specifications **£299,950**

T: 0208 741 8822 info@nicholasmee.co.uk nicholasmee.co.uk
Nicholas Mee & Co Ltd, Essendonbury Farm, Hatfield Park Estate, Hertfordshire, AL9 6AF

PRIVATE COLLECTION

1983 Range Rover Wood and Pickett 'Harrods Edition

1987 Ferrari Testarossa Koenig Competition Evolution

2005 Smart Crossblade Roadster
(Gifted by MB to former World Champion BOXER 'Prince' Naseem Hamed)

1981 Lotus Esprit Turbo Dry Sump FYEO Essex Spec

1976 Zagato Zele 2000

1986 Jaguar XJS Jubilee Edition

1979 Mercedes Benz 450 SEL 6.9 AMG

1988 Bentley Turbo R Empress II Sports Saloon Coachwork by Hooper & Co

1989 Metro 6R4 Rallysport

1989 Jaguar XJS 3.6 Lynx Performer

1998 Mitsubishi Pajero Evolution

1999 Bentley Continental Turbo R (Very Special)

The seller is open to offers on all vehicles, whether that be individually, a selection or the entire collection

All sensible offers considered. For details email ad4carz@gmail.com

AC HERITAGE

1964 AC COBRA 289

Fully matching numbers, recent cosmetic restoration by AC Heritage. Extensive hillclimb history at the hands of Paul Channon, continuous history from new and Channon owning the cobra for forty years from 1969. Supplied with factory hardtop and weather gear, one of the finest examples of the marque through our doors. **POA**

1969 AC 428 Frua Fastback

This is one of only 51 coupes ever produced. 7-litre Ford V8 engine with a automatic gearbox. Left-hand drive, with three previous owners. Currently registered in the EU. Meticulously maintained. **£149,995**

1957 AC Aceca Bristol 'TDF'

Single ownership since 1967. Offered as a fully restored, matching-numbers motorcar through our AC Heritage Works. Eligible for Mille Miglia, Tour Auto, Goodwood, and many more. **POA**

1957 AC Ace Bristol

Delivered new to U.S., with documented SCCA race history in period. Comprehensive works carried out in 2019. Three-time participant in the retrospective Mille Miglia. FIVA papers and EU registered. **POA**

1960 AC Aceca Bristol

Matching-numbers example, paired with overdrive gearbox. Single ownership for the past twenty years. Restoration undertaken by renowned AC Bristol author Tony Bancroft. **£109,995**

AC HERITAGE

For more information about any of these vehicles, please contact our sales team.
AC Heritage · International Broker of Historic & Classic Motorcars · Brooklands Motor Circuit, Surrey, UK
Telephone +44(0)1932 828545 · Mobile +44(0)7557 878123 · www.acheritage.com

LUTZIGER CLASSIC CARS
Since 1979

MONTEVERDI HIGH SPEED 375, 1968
WITH FRUA BODIES

375 L One off – Prototype Geneva Motor Show

375 S, only 10 examples built

Purchase and sale of collectors and exclusive cars.
Commission sales are also welcome.
www.lutziger-classiccars.com

Alfa Romeo 179C Formel 1, Chassis-Nr. 001, 1981, Red/white – Marlboro
Ferrari 575M HGTC, 1 of only 8 examples, 2005, Grigio Titanio/Cuoio
Ferrari Dino 246 GTS, RHD, only 22’200 mi, 1972, Rosso Chiaro/Nero
BMW 507 Roadster Serie II, 1959, White/Blue

+41 56 631 10 00 | info@lutziger-classiccars.com | Industriestrasse 48 | 8962 Bergdietikon | Switzerland

Howard Wise Cars

2006/56 Mercedes SL55 AMG

* Iridium Silver w Blk * Carb Int Trim * Nav * Climate * Bose * Parktronic * CD * TV * FSH ***13,799 mls only** £45,995

1982 Porsche 911 Targa - Resto Mod

* Merlin Purple/bespoke Spinneybeck Int * DAB/GPS * Eng Rebuild/915 G/box++ * **500mls since 'resto** £199,995

1972 Jaguar E-Type V12 Roadster

* British Racing Green * Cinnamon Hide * Heritage Certificate * All Books/Wallet & Keys * *11,400 mls Only** £149,995

Tel: 020 8418 9191 Mobile: 07836 522234 Email: howard@howardwise.co.uk

www.howardwisecars.co.uk howardwisecars howardwisecars

PETER BRADFIELD LTD

1954 Frazer Nash Le Mans Mk II

The ultimate specification, international race history, matching numbers, well sorted, rare and eligible for everything.

1934 Invicta S Type by Carbodies

One of only 77 built, highly original and with an international history. Mechanically sorted with matching numbers.

1939 Frazer Nash BMW 328

'JPA 3' is fresh from a 400,000 Euro restoration and must be one of the best. In the right hands will win rallies.

Also available

1928 Bentley 4½ Litre Le Mans **1952 Frazer Nash Targa Florio**

See Website for more details

8 REECE MEWS
peter@bradfieldcars.com
KENSINGTON
www.bradfieldcars.com
LONDON SW7 3HE
Tel: 020 7589 8787com

NDR
VINTAGE BENTLEY SPECIALIST

THE BENTLEY BLACK TRAIN

1930 - 6½ LITRE

THE LAGONDA V12 LE MANS

1930 - 4½ LITRE

SALES RESTORATION PARTS HERITAGE

+44 (0) 1923-220-370
WWW.NDRBENTLEY.COM
ENQUIRIES@NDRBENTLEY.COM

BENTLEYS FOR SALE

NDR LIMITED, MILL HOUSE
119 BUSHEY MILL LANE
WATFORD, WD24 7PD

FREE CALENDAR
CLASSIC AND SPORTSCAR
WHY YOU still CAN'T BEAT A MINI COOPER
DAIMLER DART
California wreck to British beauty
QUEST FOR THE ULTIMATE SPORTSCAR
FROM 10 GREATS WE PICK A WINNER
WIN £10,000 WORTH OF MODELS
BEST DRIVERS' CARS EVER
John Surtees tests the top 10 and picks
40 PAGE SUPPLEMENT
MKII Jaguar & Citroën DS at war
Elans: why owners love them
316-PAGE COLLECTOR'S ANNIVERSARY EDITION
CLASSIC & SPORTS CAR
BRITAIN'S FASTEST CARS
FIFTIES FASHION: SAPPHIRE v MK VII
DRIVING THE TESTA ROSSA FERRARI
LOTUS ELAN PROFILE
STIRLING MOSS: WHY DID I CRASH?
FIRST ISSUE
BATMOBILE!
WE'VE SEEN IT! AND DRIVEN IT!
SUPERB 35-PAGE SUPPLEMENT
Derek Bell drives the ultimate cars in the greatest track test ever
Plus Mercedes 300Sc Sunbeam Tigers Lancia Aurelias at 50 E-type returns to Geneva
MINI AT 60 LONDON TOUR AND MADDEST RACERS
ITALIAN JOB RELOADED
MIURA MOVIE STAR
GREAT NEW LOOK AND A FREE DOUBLE-SIDED POSTER!
SUPERB FREE POSTER MIURA & E-TYPE
MOST BEAUTIFUL CLASSICS EVER
MASERATI v DE TOMASO

CLASSIC & SPORTS CAR

ARCHIVE

Unlock the legacy of *Classic & Sports Car*

From the dawn of motoring to 200mph hypercars, legendary designers to heroes from the golden age of Grand Prix racing, our archive includes the magazine's entire back catalogue, including special editions, putting more than a century of automotive history at your fingertips.

Subscribe today themagazineshop.com/CA25PA/CSC

FOR SALE
WILLOW FARM
WARFIELD, BERKSHIRE, RG42

Knight Frank

Willow Farm has commercial use for buying and selling cars and benefits from having exceptional, air-conditioned garaging and showroom facilities for up to 20 cars. Within the former stable/garaging courtyard is an air-conditioned office, meeting room/lounge, kitchen and gardener's room. Willow Farm is a fantastic family home positioned in the heart of polo country and could be converted back for equestrian use

// 4 - 5 BEDROOMS
// 2 BATHROOMS
// RECEPTION ROOMS
// TOTAL FLOOR AREA 2,906 - 8,975 SQ FT
// 2 SEPARATE ELECTRIC GATED ENTRANCES
// HIGH SECURITY CAMERAS AND BOLLARDS
// APPROX. 12.41 ACRES
// AIR-CONDITIONED OFFICES, GARAGING & SHOWROOM
// APPROVED FOR COMMERCIAL USE
// DIRECT BRIDLEWAY ACCESS
// FURTHER 1.31 ACRE POST AND RAIL PADDOCK
// GROUNDS WOULD SUIT A 'STICK & BALL' POLO PITCH

ENQUIRIES: edward.shaw@knightfrank.com
alex.hancock@knightfrank.com

Peaky blinder

Half a century after Pininfarina's gorgeous 308 hit the market, an open GTS is the perfect steed for an epic road trip back to its homeland

WORDS **SIMON HUCKNALL** PHOTOGRAPHY **MAX EDLESTON**

GTS 4W

Clockwise from above: opening grille gives access to fuel filler; four-valve heads restored V8's power; evocative dash; enticing route-planning

Chin spoiler was one of the developments trialled on the Millechiodi show car. Above right: targa-style roof means minimal buffeting

A road trip is a joyous affair. Armed with a fine car, great roads and good company, it can hold the recipe for all that is good in life, and leave you and your travel companion with an unerring sense of *bonhomie*. But it can teeter on the fringe of pointlessness, too: without a purpose at your final destination – a pot of gold, so to speak – it can also leave you feeling deflated and sad that, after days of adrenalin-filled driving, there is nothing left but a return ticket to normality. Thankfully, as indulgent as schlepping across the Alps in an open-topped, *rosso* Ferrari sounds, on this occasion there will be an endgame to make all of that 'hardship' worthwhile.

Currently it's one that will keep 'our' car's V8 percolating in its upper register on these glorious Alpine roads. The Ferrari 308GTB was launched, to the day, exactly half a century before this edition of *C&SC* went on sale, on 2 October 1975 at the Paris Salon. To mark the anniversary, we are taking arguably its best-known variant – the open-topped GTS – on an 800-mile transcontinental blast from London to Turin to be reunited with the very man responsible for its existence: design legend Leonardo Fioravanti. Along the way, it will give us the chance to discover the 308's enduring appeal that, in its various guises, was to make it Maranello's biggest sales hit thus far. And at our journey's end, we will learn from *Signore* Fioravanti about the challenges involved in creating this most popular and approachable of all classic Ferraris.

But before we venture forth on this voyage of discovery, a brief history lesson. The 308GTB launched into uncharted territory 50 years ago, being Maranello's first non-V12 production model to wear a Ferrari badge (the V6-engined 206 and 246GTs, and V8-powered 308GT4, were officially labelled Dinos, not Ferraris). Sergio Pininfarina, for whose *carrozzeria* Leonardo Fioravanti worked at the time, saw the new car as part of a mid-engined evolution for Ferrari which had started in 1965 with the Dino 206 Berlinetta Speciale show car in Paris. As he told *Autocar* magazine many years later: "[The 308 is] an important chapter of a bigger book… The little Dino was the first seed; the F40 is the final fruit."

The Dino 206 and 246GT models had laid a solid foundation for their 1973 replacement, the Dino 308GT4. But while the new car benefitted from 2+2 practicality, its acutely cab-forward Bertone design did little to engender praise from either press or public – though, happily, today any stigma about its looks appears to have passed. So it was a relief for most when the Ferrari 308GTB was revealed in Paris in 1975. Based heavily on the GT4's platform and mechanicals, its two-seater body

> *'The 308GT4 benefitted from 2+2 practicality, but its acutely cab-forward design engendered little praise, so it was a relief when the GTB was revealed'*

ALP'SER'VIT
PRIMEURS
ALIMENTATION

Left: Ferrari flashes through the small ski resort of La Grave, in the shadows of La Meije mountain. Right: lively helm and great balance reward on sinuous roads

D1091
BRIANÇON
VILLAR D'ARÈNE
COL DU LAUTARET
SERRE-CHEVALIER

Clockwise from above: GTS at rest; injection makes the 308 docile; French roads are a joy; plush interior

FERRARI 308GTS QV

Sold/number built 1982-'85/3042
Construction steel tubular chassis, sills and rear bulkhead; steel, aluminium and glassfibre body
Engine all-alloy, dohc-per-bank, 32-valve 2927cc 90° V8, Bosch K-Jetronic fuel injection
Max power 240bhp @ 7000rpm
Max torque 192lb ft @ 5000rpm
Transmission ZF five-speed manual, RWD via limited-slip differential
Suspension independent, by double wishbones, coil springs, telescopic dampers, anti-roll bar f/r
Steering rack and pinion
Brakes ventilated discs, with servo
Length 13ft 10½in (4230mm)
Width 5ft 7¾in (1720mm)
Height 3ft 8in (1120mm)
Wheelbase 7ft 8in (2340mm)
Weight 2835lb (1286kg)
0-60mph 6.7 secs (est)
Top speed 158mph **Mpg** 15-25
Price new £29,300 (1984)
Price now £60-100,000

was as voluptuously curvaceous as the Bertone car's was wedgy and slab-sided. While the GTB was less than 3in shorter than its sibling, its wheelbase was reduced by a whopping 8½in, with longer overhangs making up the extra length, and providing space for a decent rear boot behind the compact engine.

That motor was near-identical to the GT4's. Still displacing 2927cc, the 90° V8's cylinder banks each ran with two camshafts and housed four Weber 40DCNF carburettors within their vee. Power was never greater than in the first 308GTBs, with Ferrari claiming 255bhp at a screaming 7700rpm and a healthy 210lb ft of torque from 5000rpm. The unit was mounted transversely amidships, with drive from the left side of the engine via the clutch to a set of drop-gears that reversed the direction of drive towards a five-speed gearbox with a standard limited-slip differential. However, unlike its application in the 308GT4, the GTB's V8 was dry-sumped, dropping the unit lower in the car and providing more consistent lubrication under extreme driving conditions – a sure sign that the 308GTB was being positioned for competition at some point. When *Autocar* road tested one the year after its launch, it recorded 6.5 secs for the 0-60mph sprint and 17 secs to 100mph, with a top speed of 154mph – slightly down on what the factory claimed.

The very first bodies to dress the GTB's steel tubular frame were made from glassfibre – or *vetroresina* in Italian. Not only did this mean that the car weighed 60kg less than the GT4, but it also gave it a minimum of 100kg weight saving versus any of the later, steel-bodied GTBs that started to replace it after little more than a year. Chassis-wise, once again the GTB adopted the GT4's set-up of unequal-length double wishbones and coils front and rear, with anti-roll bars at each end to control the car's relative lack of suspension travel.

We'll obviously delve more deeply into the 308GTB's design when we meet its creator on the other side of the Alps, but for me the early, carburetted cars with their 14in Campagnolo alloys shod with 205/70 Michelin XWXs are the pick of the family, and conjure a lovely image of the GTB on a childhood Ferrari range poster that was stuck to my bedroom wall in the late '70s. Along with the flat-12 Berlinetta Boxer and V12 400GT, that poster also included the first variation on the 308 theme, the targa-style GTS – much like the car with us today – which arrived in 1977, coinciding with the switch to steel bodies. Four years later, in response to US emissions regulations and a demand for better economy, fuel injection and electronic ignition were standardised for both models, with the GTB's engine now sharing the GTS wet-sump arrangement. The major downside with what were then called the GTBi and GTSi models was the power hit inflicted through ditching the Webers: down to 214bhp in Europe, and a devastating 205bhp for US cars.

Fortunately, Mark Kieve's stunning Rosso Corsa GTS – our wheels to Turin – is a slightly later *quattrovalvole* model, introduced in 1982 and representing the final hurrah for the 308 before it was replaced by the 328 in 1985. Addressing the power deficit with four-valve heads restored outputs to 240bhp at 7000rpm (230bhp in the USA) and 192lb ft of torque at an unchanged 5000rpm. Visually, the qv gained a slim, louvred panel on the front lid, door mirrors adorned with small Ferrari badges, and a redesigned radiator grille, while inside a new steering wheel and a revised centre-stack layout set it apart from the earlier cars.

We have motored down from the UK in two cars, the second to accommodate photographer

'The quattrovalvole represents the 308's last hurrah, four-valve heads addressing the power hit from ditching the Webers'

'We attack the perilous switchback road with more gusto than is prudent, given the unprotected drop mere inches from the Ferrari's Michelins.

The 308 comes alive as you push harder'

WE'RE DEDICATED TO PRESERVING THE CLASSIC FERRARI SPIRIT

FROM PART TO FINISH

LARGEST
INDEPENDENT SUPPLIER OF PARTS FOR FERRARI CARS

OFFICIAL
DISTRIBUTOR FOR HILL ENGINEERING

UNRIVALLED
ENGINEERING AND TECHNICAL EXPERTISE

CONTINUOUS
REMANUFACTURING OF OBSOLETE AND UNAVAILABLE PARTS

FAST EXPRESS
WORLDWIDE SHIPPING DAILY

DEPENDABLE
BIG ENOUGH TO COPE
SMALL ENOUGH TO CARE

FERRARI PARTS SPECIALIST

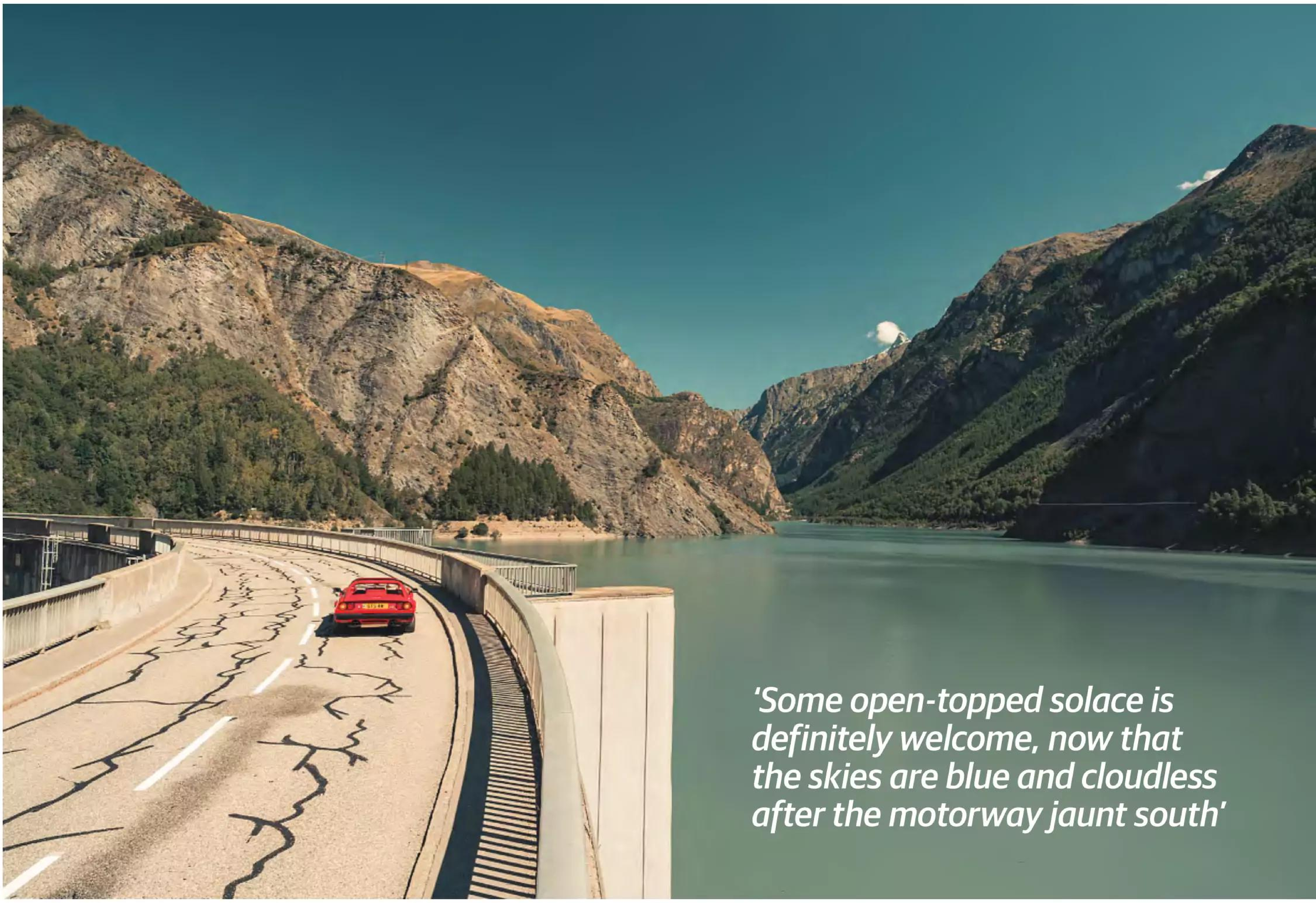
SUPERFORMANCE

CELEBRATING **42** YEARS FERRARI PARTS EXPERIENCE
SUPERFORMANCE.CO.UK +44 (0)1992 445 300
UNIT G1 RD PARK STEPHENSON CLOSE HODDESDON HERTFORDSHIRE EN11 0BW
CONTACT OUR OFFICE AT ADMIN@SUPERFORMANCE.CO.UK

HE
HILL ENGINEERING

WE SUPPLY PARTS TO THE UK AND ACROSS THE WORLD

See what we're up to on instagram @superformance.co.uk and
you can follow us on facebook.com/superformanceukltd



> *'Some open-topped solace is definitely welcome, now that the skies are blue and cloudless after the motorway jaunt south'*

Max's estate-load of camera gear. Nonetheless, the 308's rear boot has proved ample for two people's soft luggage for a few days away, and there's even room for extra clobber behind the seats now that the roof has been removed and dropped into the same space in its leatherette storage pouch. After enduring some torrential downpours during the 600-mile, motorway/*autoroute*-heavy jaunt south thus far (during which the Ferrari didn't miss a beat), some open-topped solace is definitely welcome now that the skies are blue and cloudless.

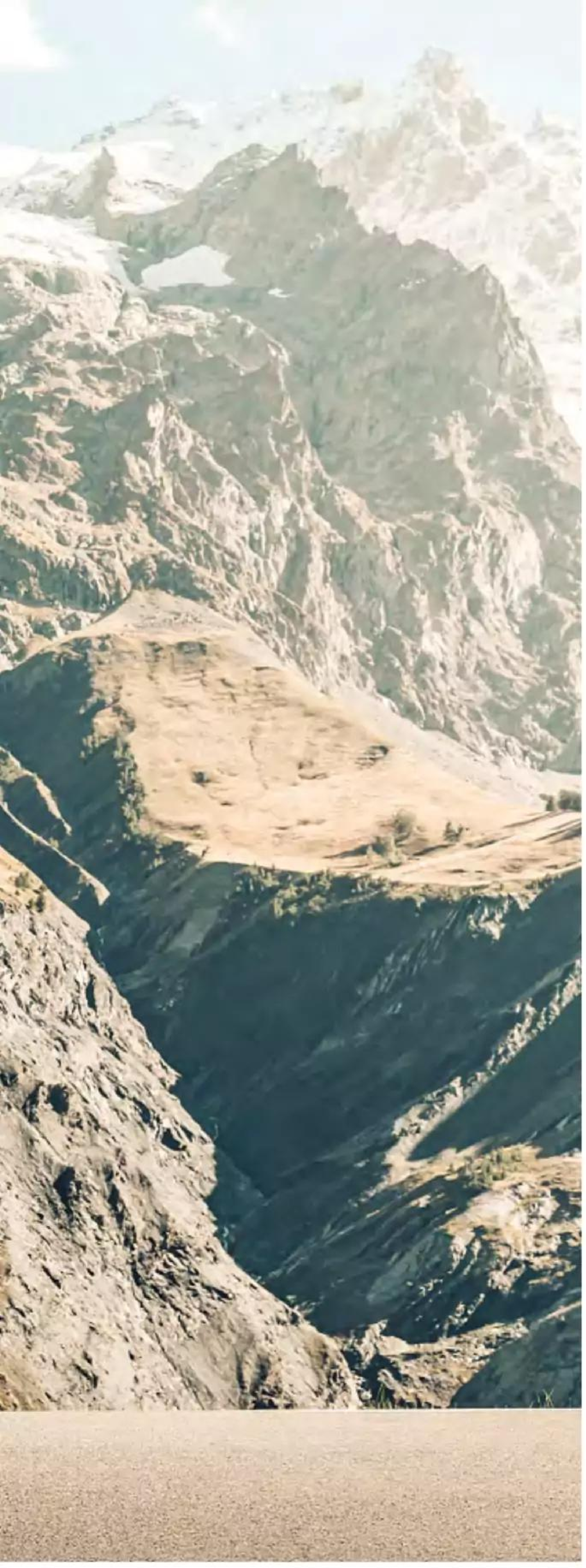
Vizille, a commune just south of Grenoble in the Auvergne-Rhône-Alpes region, has been our overnight stop, and is the ideal starting point this morning for the trek east to Turin on the trans-Alpine D1091. The town is famous for having hosted a meeting of the French estates of the realm in 1788 that heralded the nation's revolution, but as we ease our way through its crooked, sleepy streets for some photography, it's hard to imagine this little settlement playing such a pivotal role in the history of France. The Ferrari feels equally incongruous: while it's deceptively small, its abysmal steering lock, unassisted rack and restricted rear vision make this kind of back-and-forth manouevring for the cameraman more of a chore than usual. So when we do eventually hit the open road towards Briançon, it's with much relief. The early stages of this route are unremarkable: the Alpine Belledonne *massif* forms a magnificent and ever-present backdrop, but the road itself is still relatively distanced from the mountains, and it wends its way through the scenic valleys on a mainly level footing.

It's a good opportunity to acclimatise with the 308 away from the previous day's relentless motorway work. You sit quite high behind the three-spoke Momo wheel – I now understand why, at 6ft 3in, actor Tom Selleck always appeared to be looking over the top of his open 308's windscreen in *Magnum PI*, the detective series that helped to secure the legend of the GTS. But other than the pedals' offset to the left, and the need for slimline footwear to avoid hitting brake and throttle together, the driver's chair is a comfortable place to be. Having recently driven an early, carburetted car (p90), this fuel-injected *quattrovalvole* loses the delightful four-Weber warble and – at low to medium revs, at least – swaps it for something slightly more anodyne, as the 3-litre V8 fizzes away unobtrusively behind you. Mark's car – owned since 2020, and his ninth Ferrari and third 308 – was specified with factory air conditioning (£800) and a front spoiler (£230). It has covered 52,000 miles – around 30,000 in his tenure – and feels as fresh as it must have done when it was supplied by Colmore Ferrari Centre, West Bromwich, on 2 November 1984. (Mark has had the car's suspension rebushed and its steering rack overhauled in recent years, which surely helps here.)

That is just as well, because our route soon takes on a significantly more tortuous aspect

GTS shape is arresting from any angle. Above: howling along the road atop the dam for Lac du Chambon reservoir

Clockwise: enjoying the gloriously twisting Col du Galibier climb; tunnels add to the aural charms; beauty of machine and Mother Nature compete in the Écrins National Park



as the mountains close in on our smooth ribbon of Tarmac, sometimes forcing passage through them, rather than around. But that's okay: select a lower gear than is strictly necessary, exercise the throttle's relatively short travel and revel in the V8's transformation from urbane to unhinged as its exhaust note bounces off the craggy tunnel walls. You truly wake the motor at around 5000rpm, but from 7000rpm and beyond nothing comes close, its hard-edged, trumpeting blare somehow managing to be cultured and uproarious at the same time. To be honest, by today's standards that never translates into mind-bending performance – a current hot hatch would almost certainly show it the way – but that's not the point. It's the way the 308 engages you as a driver that really counts, and in that respect it has few equals.

Just past Le Freney-d'Oisans, we arrive at an oasis. The Lac du Chambon, elevation 1040m, is a volcanic reservoir on the Romanche river, its vivid blue-green colour suggesting some kind of intravenous injection of dye, rather than a natural reaction from the lush green beech forests that surround it. Our route skirts the perimeter of the lake, and while we wait for Max to capture some of its breathtaking beauty, a convoy of at least 20 UK-registered hypercars emerge from a tunnel, shattering the tranquility, their exhausts' manufactured popping and crackling at odds with the purity of the 308's more subtle soundtrack. We continue eastwards, happy that this is mid-September and that the La Meije *massif* (3982m) that towers above us will not be making good on the avalanche warning signs that increasingly pervade this stretch.

We are now deep into serious skiing territory as we enter La Grave, a popular little resort for off-piste and extreme skiers, thanks to its near-vertical descent of 2150m. The community is also a member of Les Plus Beaux Villages de France (The Most Beautiful Villages of France Association) and you can see why, with its attractive stone chapels, mills and monasteries from the Middle Ages perched amid the landscapes of the Massif des Écrins. With the weather now bone dry, and with my phone recording a constant 26°C, there's no evidence of the ski brigade soon to descend upon this village as we pootle through in the 308. But as we leave the outskirts and climb further into the Écrins National Park, not only do the roads become ever more enticing – fast and open, with plenty of clear-sighted corners and ample opportunities for safe overtaking – but the peaks around us begin to gain a powdery covering, despite the glorious late-summer temperatures down here at road level.

It looks as if we'll be getting an even better view of them, too. Max has suggested a short diversion up the D902 to the Swiss border at Col du Galibier (2642m), which forms part of the Tour de France route. We attack the perilous switchback road with a bit more gusto than is prudent, given the unprotected drop mere inches from the Ferrari's Michelins. But that's fine: the 308 really does come alive as you push harder. The steering, though still wearisome around the tightest hairpins, is pin-sharp elsewhere, allowing you to place the GTS with real confidence as you duck and dive up the mountainside, flicking occasionally into the other lane where vision allows (and daredevil downhill cyclists are absent). It's neat and precise through blind bends, and while the gearbox can be recalcitrant through its slotted chrome gate with less than full commitment, the shifts are fluid and quick when you're truly on it, the accompanying 'clack-clack' from the spindly lever a telltale that it is being used as its maker intended. Border reached, we head back down at a more leisurely pace, casually sitting behind five reckless pushbikes regularly topping 65kph while cornering on tyres no thicker than the 308's gearknob.

> *'Select a lower gear, exercise the throttle's short travel and revel in the V8's transformation from urbane to unhinged'*

After a fuel and sandwich stop just shy of Briançon, we're back on track for Turin. As the D1091 joins the northbound N94, then on to the A32 *autostrada*, dusk is drawing in, but the air is still warm so the 308's roof stays in its bag. Mark and I chat away, not raising our voices, despite the speedo needle entering its upper reaches. Geared at 21mph per 1000rpm, the tachometer is showing a smidge over 4000, but the engine feels so peachy-smooth, and the car (and its occupants) so zen, that a finish at Milan – or maybe Venice – wouldn't faze this delectable, covetable and highly usable classic Ferrari. But Turin it must be, for tomorrow this particular 308 is to finally meet its maker...

Thanks to *Richard Dredge, Ferrari Owners' Club of GB (ferrariownersclub.co.uk); Mark & Tracey Kieve*

“Applying the aerodynamics of a racer to a road car is stupid”

Leonardo Fioravanti doesn’t mince his words on modern Ferrari design, but then he is responsible for some of Maranello’s all-time greats…

WORDS **SIMON HUCKNALL** PHOTOGRAPHY **MAX EDLESTON**

The irony of our final approach to Leonardo Fioravanti’s lofty residence, perched high in the hills above Turin, is not lost on me. After emerging unscathed from a high-speed, near-1300km journey from the UK, ‘our’ pristine Ferrari 308GTS qv is now hovering on the brink of oblivion at walking pace. In order to meet with our man, we’ve been told to thread our way along a narrow, gravelled track that borders his property’s outbuildings. But the 308 is almost too big for the final turn, and its inside-front Michelin is making a perilous arc just millimetres from the beautifully cultivated garden that falls away acutely down the hill from the road’s edge. Our host, beaming at the sight of the car like a father ready to greet a long-lost child, is unfazed; I even ponder if he mandated the track’s width just enough to accommodate the 308’s limited steering lock.

Which, as we will soon learn, would be just his style. Immaculately suited, lightly tanned, with a full head of greying hair, *Signore* Fioravanti appears at least a decade younger than his 87 years suggest. Immediately affable and courteous to a fault, he appears genuinely humbled that we’ve driven all this way to see him (he tells me that he’s turned down plenty of other media requests to travel far and wide to celebrate the 308GTB’s anniversary this year, but *C&SC* has been the only magazine to meet him on home turf, which he prefers).

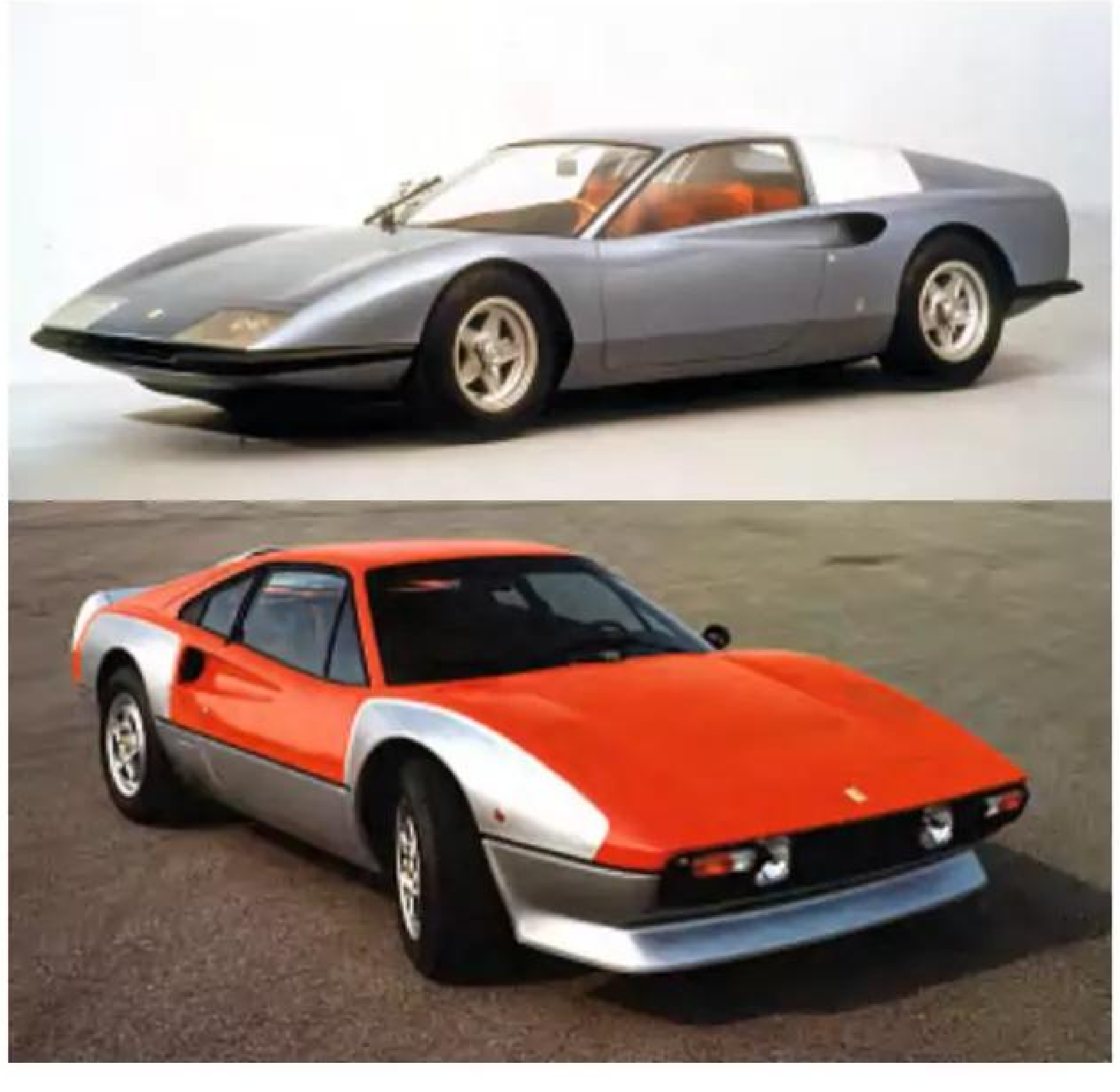
From top: a genius at work; with his 2009 Fioravanti LF1; 1998 Ferrari F100 (on right) with quirky concepts; '68 P6 show car; '77 308 Millechiodi showcased new tyre and aerodynamics technology

We're congregated before the entrance to an Aladdin's cave of concept and show cars that Leonardo has designed, including the 1998 Ferrari F100 commissioned to mark a century since Enzo Ferrari's birth; the 2009 Fioravanti LF1, showcasing a simpler, more cost-efficient Formula One car; and one of the original 2005 Lexus LF-As – "My initials, but Lexus always claims that LF is for Lexus-Finesse," he demurs.

But it is his designs for the 308GTB family, as well as a succession of other landmark Ferraris from the mid-1960s – including the 365GTB/4 Daytona, Dino 206/246GT, Berlinetta Boxer and 288GTO – for which he is best remembered. And yet, Leonardo tells us, at Politecnico di Milano, where he graduated as an engineer of aerodynamics in 1963, his early inspiration came from Browns Lane, where he admired models such as the Jaguar Mk1 and E-type. He raced – "but perhaps not always legally!" – from the age of 18, before eventually joining Pininfarina as a stylist in 1964. And it was there that he soon became embroiled in Enzo Ferrari's firm edicts regarding sub-12-cylinder mid-engined road cars, which had resulted in the company's initial 'middie' offerings – the V6-powered 206/246GTs and the later, V8 308GT4 – being badged as Dinos, rather than Ferraris (the latter was only awarded a Ferrari badge in 1976, after the launch of the GTB). It also delayed Leonardo's development of the 308GTB, which had originally started in 1969, born from his P6 concept unveiled the previous year at the Turin Salon.

"The design process was interrupted," laments Leonardo, "because *Il Commendatore* decided that [the first mid-engined Ferrari] should be a 12-cylinder car. He was contrary at the start: 'Mid-engined cars are for racing, but too much for normal driving.' But after the Lamborghini Miura appeared [in 1966], he finally decided to have a mid-engined Ferrari, but with 12 cylinders. So he stopped the design process of the 308GTB and all other programmes to make it happen. The Berlinetta Boxer was my design and was first shown at the Torino motor show in 1971." (Though the model didn't reach production until two years later, due to technical complications.)

'By the early '70s, Enzo had bought into the idea of a smaller, cheaper mid-engined car he could still call a Ferrari'



FERRARI SPA

With the BB unveiled, Leonardo returned to developing the 308GTB. From the start, his 1968 P6 concept car had been the guiding light for both the BB and 308GTB production models. With its pointed nose, flowing lines, and rear buttresses swept back to a Kamm-style tail, it was a ready-made template for what was to be Ferrari's road-car design language moving into the 1970s and beyond. Leonardo soon created a 1:1 scale model – "my shape-surface design" – followed by the first prototype: "There were two main differences [versus the eventual production model]. I designed it with the bumpers of the P6 at the front and back [which, he says, were rejected by Ferrari because they were wraparound items, and were replaced by more conventional units]. The second difference came after we went to the wind tunnel: I put the little spoiler on the rear, and a dam at the front." Interestingly, Leonardo tells me that the 308's distinctive side scoops were not inherited from the 206/246GT, as you might expect, but rather influenced by those of the Ferrari P3 sports-prototype.

According to Leonardo, Enzo Ferrari – or *Il Commendatore*, as he always refers to him – had by the early '70s fully bought into the concept of a smaller, cheaper mid-engined car with fewer than 12 cylinders, which he could still call a Ferrari. Maranello's production numbers were faltering at around the 1000 mark at the time and, being pragmatic and commercially hard-nosed, Enzo could see the potential huge lift in sales that such a model could generate. While the 1973 Marcello Gandini-styled GT4, with its 2+2 configuration, was substantially more powerful than the outgoing 246GT (255bhp versus 190bhp), it was only initially another Dino and, as Leonardo recalls: "It was known as the 'Urraco of Maranello', which was also my opinion…"

With *Il Commendatore* now backing the development of very first Ferrari-badged V8 production model, I ask Leonardo if there were any particular challenges in producing what was also Ferrari's first – and, to date, only – glassfibre-bodied road-car: "The 308GTB was always planned with a resin body because of the benefits of lighter weight [estimates vary, but use of glassfibre represented a 100-150kg weight saving compared to the later, steel-bodied cars]. But the original design allowed for either GRP or steel manufacture. We also worked closely with Scaglietti [which was to manufacture the panels]; they were already very experienced after producing GRP bodies for Ferrari racing cars."

So why, after just one year, were all 308GTB bodies manufactured in steel, rather than glassfibre? Leonardo points to our GTS parked across the entrance, which we view in perfect profile. "You see the line is… one line? Well, in resin the car was a little bit like that," he says, making a wavy, uneven gesture with his hand. "It was difficult to obtain very good quality. So this is the official reason – and it's true." He then laughs: "But the other reason is that Ferrari's English and American dealers were upset, and said that plastic was for Lotus!"

Talk of material quality has moved us back outside to the 308GTS, resplendent beneath the mid-morning Torinese sun. Leonardo describes the model as "a natural evolution" of the GTB, especially in view of the previous sales success enjoyed by the 246GTS. While he was satisfied that extra reinforcement along the car's sills had largely compensated for its lack of a fixed roof – with which I'd concur after our drive – he was most proud of the top's cut-out section, designed to fit over the central tunnel when it was stored behind the seats, thereby dropping it below the rear window line.

But for Leonardo, the 308GTB was the first in a gene pool that was eventually to spawn 18 unique models, only ending 12 years later with the launch in 1987 of the Ferrari F40. He shows me an artfully designed page from his autobiography, *Il Cavallino nel cuore* (The Cavallino in the heart), showing every iteration of the 308 – including the F40, which

LEONARDO FIORAVANTI

Born 31 January 1938, Milan

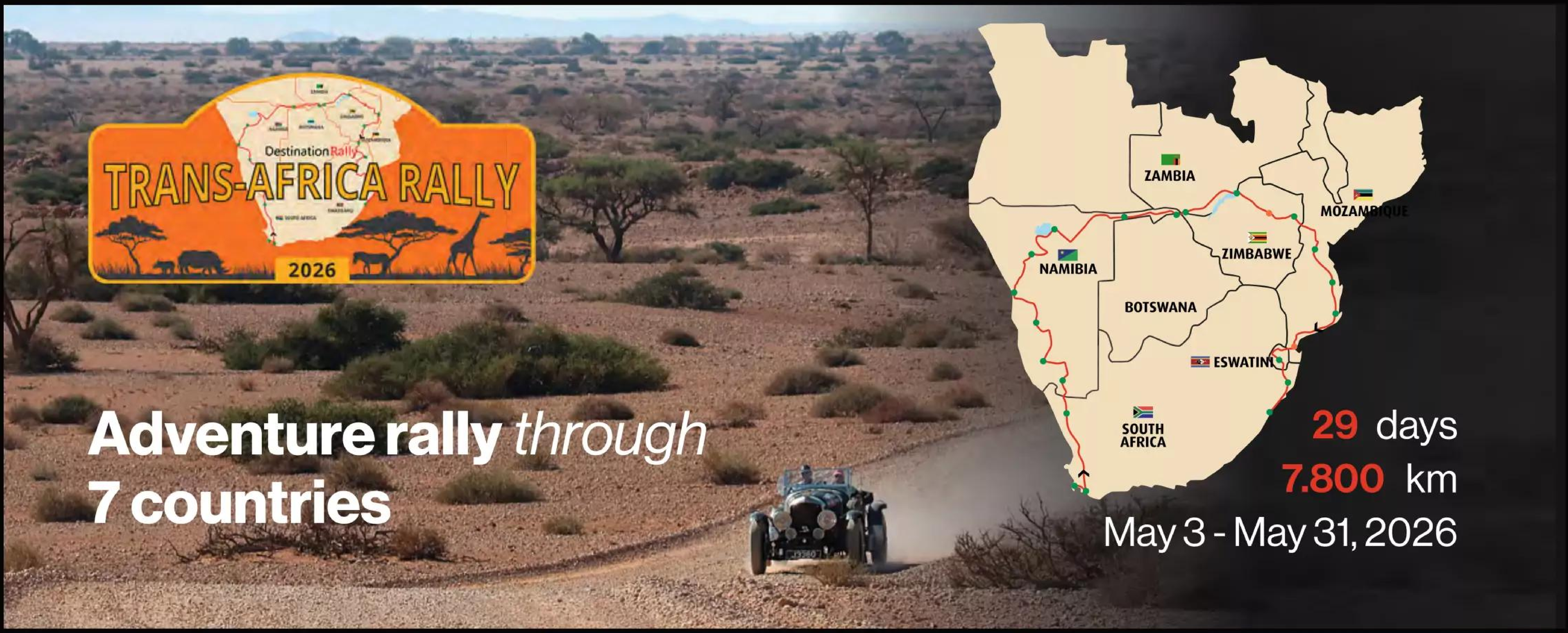
- **1963** Graduates at Politecnico di Milano as an engineer of aerodynamics
- **1964** Joins Pininfarina as a stylist
- **1972** Becomes manager of Pininfarina Studi e Ricerche
- **1985** Appointed managing director of Pininfarina Studi e Ricerche SpA
- **1988** Becomes deputy general manager at Ferrari
- **1989** Appointed director of design at Fiat's Centro Stile
- **1991** Launches Fioravanti SrL car-design studio
- **2012** Becomes a design consultant to BAIC Group

GTS retains the elegant lines of the fixed-roof GTB, a shape that defined the junior supercar genre

Destination Rally

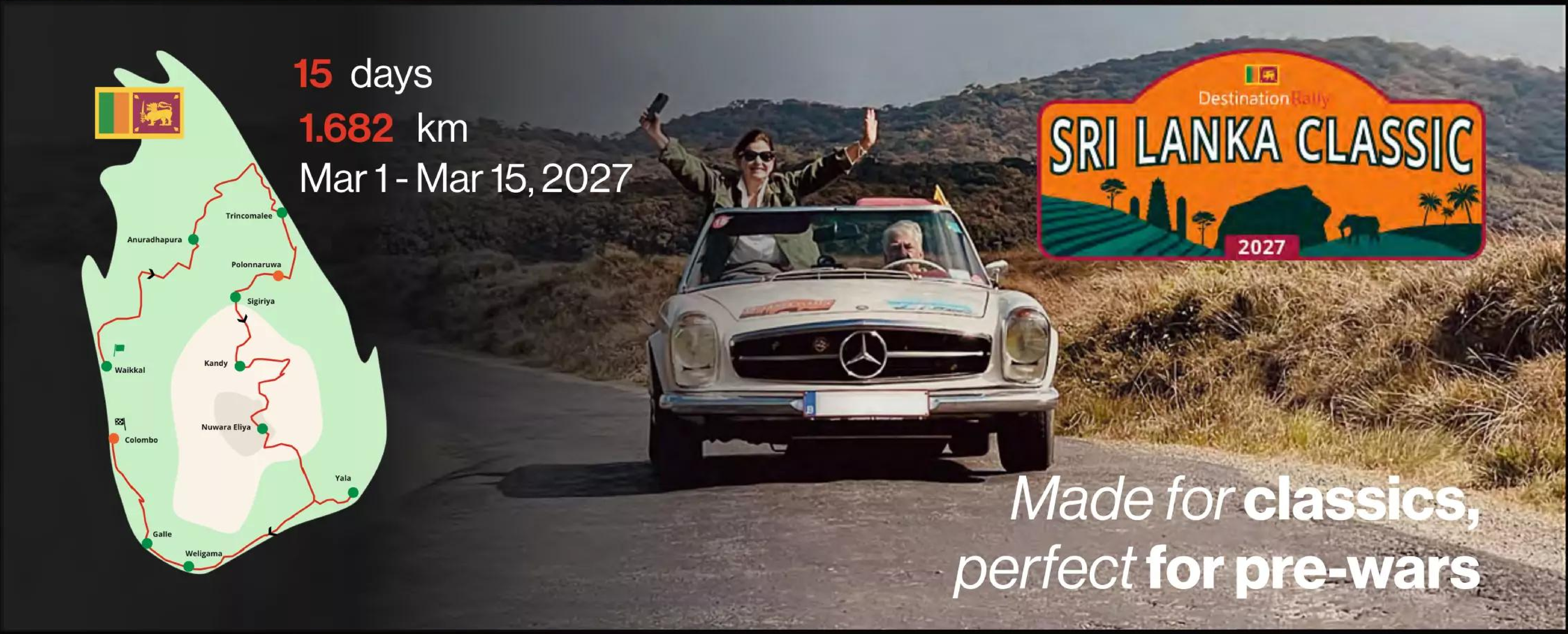
More info at **destination-rally.com**

Our upcoming rallies


Destination Rally
TRANS-AFRICA RALLY
2026
ZAMBIA
MOZAMBIQUE
NAMIBIA
ZIMBABWE
BOTSWANA
ESWATINI
SOUTH AFRICA

Adventure rally *through*
7 countries

29 days
7.800 km
May 3 - May 31, 2026


Trincomalee
Anuradhapura
Polonnaruwa
Sigiriya
Kandy
Waikkal
Nuwara Eliya
Colombo
Yala
Galle
Weligama
Destination Rally
SRI LANKA CLASSIC
2027

15 days
1.682 km
Mar 1 - Mar 15, 2027

Made for **classics,**
perfect **for pre-wars**

Leonardo is proud of the neat way the roof stows behind the seats in the open GTS

uses its entire centre section – laid out around a plan view of its engine's crankshaft. As well as a plethora of derivatives never officially sold in the UK – the tax-break, 2-litre 208GTB/GTS in both atmospheric and turbocharged guises, and the later GTB/GTS turbos – there was the homologated 288GTO from 1984, which marked the start of Ferrari's path to hypercar brilliance, and the 15 308GTB rally machines (11 Group 4 cars built by Michelotto, and a further four Group B cars produced prior to the class being banned in 1986). But perhaps one of the most unusual was the 1977 Millechiodi (thousand rivets) concept car, which set out to prove that the latest performance technologies could be incorporated into the 308 without recourse to ever more bloated bodywork and extra weight.

And this is something about which Leonardo is still clearly passionate. I ask him whether he prefers designing front- or mid-engined cars: "It is the same thing; [the aim is for] both with many years' life in production. The important thing is the Cavallino emblem [Ferrari's iconic Prancing Horse]. It is so small – do you know why? Because the design of the cars was so well-known around the world." But Leonardo is far less complimentary about Ferrari's current production designs: "Today, it's not so good because they are too complicated; [applying] the aerodynamics of a sports-racing car to a touring car is a stupid thing."

It's a good point well made, and as Leonardo happily poses for some more snaps with the 308's elated owner, I wonder what his take on a modern-day 308 would be? He and Gordon Murray should start talking…

FERRARI SPA

GOODYEAR
GOODYEAR
Ferrari
17

Right: Leonardo (on right) at the presentation of Gilles Villeneuve and Jody Scheckter, works drivers for 1979. Below: a new GTB at a Fiorano test session with Niki Lauda and Clay Regazzoni, 1975

FIORAVANTI'S GREATEST HITS

1967 DINO 206/246GT

After initial designs by Aldo Brovarone, Leonardo penned the production 206GT – the beginning of Ferrari's production mid-engined lineage (although because they had just six cylinders, all cars were badged Dino, not Ferrari). The aluminium-bodied, 2-litre 206 was soon replaced by the 2.4-litre, steel-bodied 246.

1968 FERRARI 365GTB/4 DAYTONA

Replacing the 275, the Daytona shared equal billing with Lamborghini's Miura as the fastest production car of the 1960s, with a claimed maximum speed of 174mph. Its classic front-engined proportions were to be the last for a Ferrari two-seater until the 1996 550M.

1972 FERRARI 365GT4 2+2/ 400GT/400i/ 412GT

This four-seater V12 grand tourer's elegant, three-box lines endured for 17 years and four iterations after it replaced the fastback 365GTC/4. Like the Daytona, Leonardo gave the car a distinctive swage line dividing its upper and lower body sections.

1973 FERRARI 365GT4 BB/ 512BB/512BBi

Enzo Ferrari's indifference to mid-engined cars ended with the Daytona's replacement, the Berlinetta Boxer. Powered initially by a 4.4-litre flat-12, with its lines influenced heavily by Leonardo's earlier P6 concept car, the lower body was painted black to disguise its visual mass in profile.

1984 FERRARI 288GTO

The 308's evil sibling, the GTO was a homologation special that, despite its similar profile, had virtually nothing in common with the cooking V8 model. Rip-roaring performance came from a twin-turbo 2.9-litre engine producing 395bhp, while composite materials resulted in a kerbweight of just 1195kg.

Life *on the* limit

Far from a fragile *prima donna*, this competition-veteran 308GTB is proof that the glassfibre-bodied Ferrari has a heart of steel

WORDS **SIMON HUCKNALL** PHOTOGRAPHY **JACK HARRISON**

Beneath the roundels and sponsor stickers of Robert Pulleyn's 308GTB racer, there actually exists a road-registered Ferrari. It looks completely at home parked here at the top of Harewood's atmospheric hillclimb track, which plummets down deep into the North Yorkshire valley below us. But, if you keep in mind this Ferrari's road-ready status, three facts about it defy any casual assumptions you might make. First, this near-50-year-old Ferrari's odometer is within a European tour of hitting 100,000 miles, yet it retains most of its original mechanicals; second, despite being street-legal, it is reputed to be the most-raced Ferrari in the world, with 37 years of continuous competition history on circuits and hillclimb courses in the UK and Europe; and last, it is one of just 157 right-hand-drive 308GTBs that left the Carrozzeria Scaglietti works wearing glassfibre bodywork.

Far from being conceived for competition, though, these examples clothed in glassfibre (or *vetroresina* in Italian) were merely the genesis of 308GTB production. When it was launched at the Paris Salon in 1975, this was the first – and, as it turned out, the only – Ferrari production car ever to wear this type of composite bodywork, with only its front lid panel made from aluminium. Quick to productionise, another immediate and highly marketable benefit of the material was lightness. Ferrari claimed a 1090kg dry weight that, while still in excess of 200kg heavier than the then recently launched Lotus Esprit, was impressive given that a V8 was mounted within the tubular steel frame.

In its earliest form, that 308 engine was at its most virile. The 2926cc quad-cam V8 inherited from the 308GT4 2+2 retained its (European-spec) 255bhp output at a wondrous 7700rpm, with a punchy 209lb ft at 5000rpm. Having four Weber 40DCNF carburettors buried in the 90° vee of its cylinder banks helped and, perhaps recognising that GTBs would be driven harder than the GT4s, dry-sump lubrication was standardised – again, just for European cars. This allowed the 308's engine to sit lower down in its tubular frame, with

FERRARI
CLUB CLASSIC
SF
11

Chassis tweaks and engine upgrades keep the 308GTB competitive, but mechanical sympathy and meticulous maintenance ensure reliability

the inevitable benefits to handling and high-speed composure. This layout continued until 1981, after which all 308GTBs switched to wet-sump lubrication when Bosch K-Jetronic fuel injection replaced the carburettors. But the most potent combination is still represented by the first run of 808 (or 712 – sources disagree) European-spec *Vetroresina* cars.

Only ever made as the hardtop GTB, there's little to distinguish a plastic-bodied 308 from the largely steel-panelled model that replaced it in mid-1977 (some markets, such as the USA, had steel cars from late '76). Externally, only a panel join at the top of each A-pillar where it meets the roof reveals a *Vetroresina*. Contemporary road tests commented on the lack of resin odour, with *Autocar* adding: 'The standard of finish is superb, with little or no hint that the material used is out of the ordinary.' In every other way, the *Vetroresina*'s construction mirrored that of later cars, using a classic tubular steel frame, riveted-aluminium floorpan and welded sheet-steel rear bulkhead. The suspension, brakes and steering were also unchanged after the adoption of steel bodies.

While Ferrari gave no official explanation for ditching the lighter glassfibre body in favour of steel (although the material was still used for its lower panels), it is true that unprecedented demand for the 308GTB would have forced Maranello to reassess its sales projections and, in turn, the rate at which Scaglietti was delivering panels to Ferrari for final assembly at the factory; construction of glassfibre bodies being more time-consuming and labour-intensive would have hindered the growing need for an increase in production. Various sources have also suggested that, while initial paint quality on *Vetroresina* cars met Ferrari's high standards, its overall durability was unproven in the longer term. Finally, no matter the overall quality of the final product, there was still something of a stigma attached to a glassfibre Ferrari in some quarters, which may partly explain why Maranello has never since returned to the material for its production cars.

The 308 remains agile and approachable, even through Harewood's unique canyon-run dash between farm buildings

RICHARD DREDGE

John Swift in 'OBT' at the 2016 Festival Italia at Brands

Back to the here and now, and setting aside Robert's car's immense competition record, which we'll touch on shortly, what is equally impressive is its durability over a such a long period. This is one of two early 308s I've met recently (see p91) which defy the notion that Ferraris of this era are fragile, temperamental beasts that exist only to empty your bank account. However, Steve Cropley, *Autocar*'s editor-in-chief and a former *Vetroresina* owner, recalls a slightly less glowing experience with the "beguiling and beautiful little car" he bought in 1986: "I have no memory of it being faster than steel 308s, and when the owner after me pranged it, we learnt there could still be a fair amount of corroded steel in the lower chassis, shrouded by plastic. It was a beautiful car, still one of the best-looking Ferraris, and reasonably practical, although no faster in real terms than a Volkswagen Golf GTI. I drove it all over Europe and enjoyed it, and I am delighted to have owned it. But when it gave way to a 3.2-litre Porsche 911, which was 12 years younger, that felt like progress."

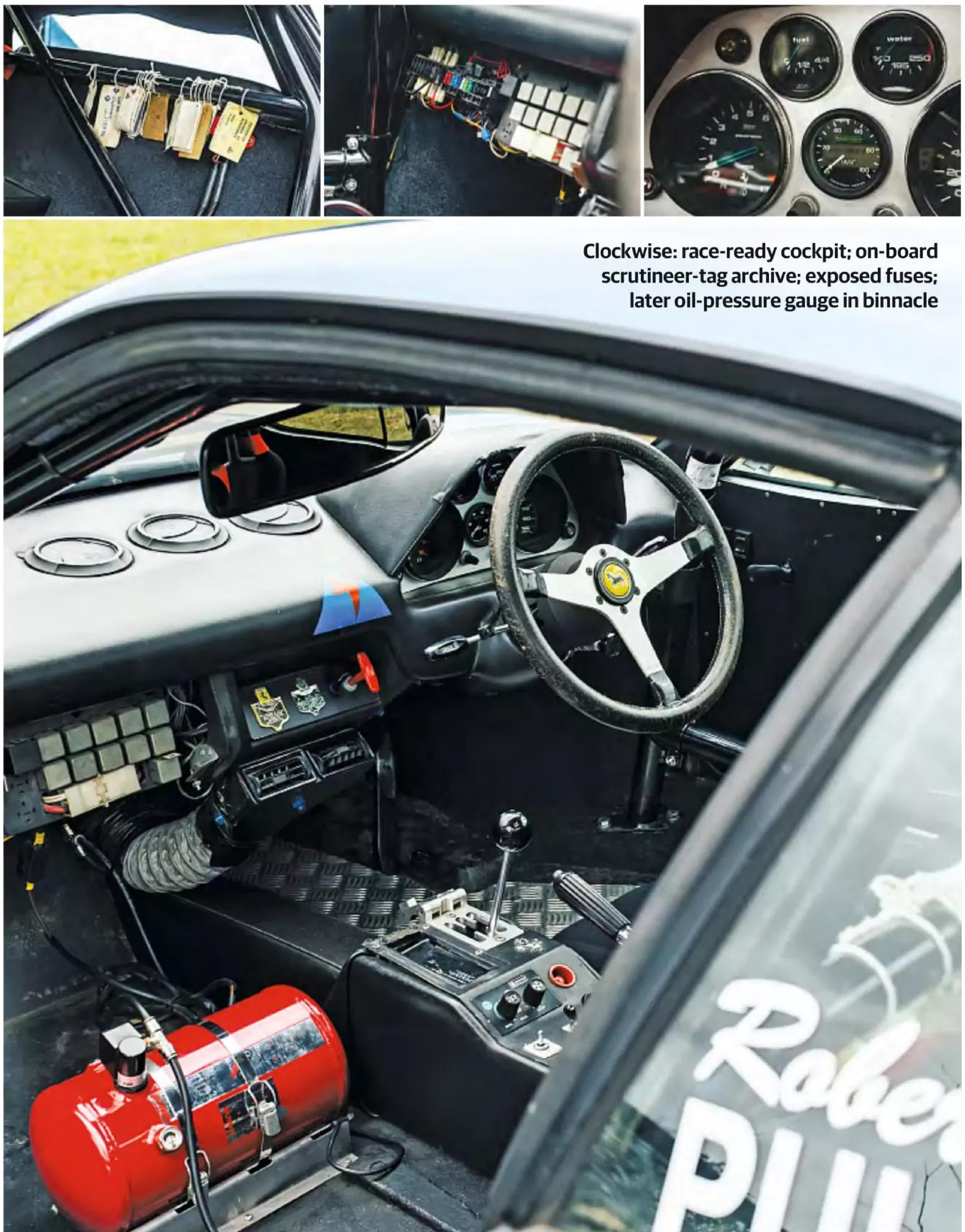
Unlike Steve's old car, Robert's 308GTB, reinforcing its bold competition claim, has an extensive racing history. Registered CCX 477S when new in 1977, it was sold to John 'Swifty' Swift in July 1980. He immediately prepared the Ferrari for club racing, which at the time required little more than the fitment of a fire extinguisher and partial rollcage. Over the next 37 years, John campaigned the car continuously and became a driving force behind various Ferrari Owners' Club GB racing programmes, including the Maranello Ferrari Challenge and, as the car assumed more of a classic status, the Ferrari Formula Classic Championship.

As well as competing in the 'Old Blue Thing' – or 'OBT', as it became known – at every circuit in the UK, John also took the car into Europe, racing at Spa, Zolder and Zandvoort in the early 2000s. Always wearing race number 11 throughout its track career (a tradition that Robert has continued), the Ferrari's remarkable survival was certainly because of John's skill and mechanical sympathy, as he summarised in a 2004 edition of *Ferrari Competition News*: 'I am not a driver who immediately goes out to set a time. I prefer to get everything up to working temperature, get lots of heat into the tyres and find a place in the traffic before I give it my best shot.' John sold Old Blue Thing to Robert in 2019, but continued hillclimbing in his F355 until his death in 2022.

Since Robert has owned the 308, which now shares space with his impressive collection of other classic Ferraris, he has gone through the car to make sure it is performing optimally. The suspension has been stripped back, then the wishbones were powder-coated and the shock absorbers recalibrated. Running in the sub-3-litre Modified class of Ferrari Formula Classic, upgrades such as solid engine mounts and bronze suspension bushes with grease nipples are permitted, as is what Robert believes to be a rear anti-roll bar sourced from an MG Metro 6R4. The five-speed transmission and limited-slip differential are standard, but the V8 has been upgraded with a compression ratio lifted from 8.8:1 to 11.0:1 and a sports exhaust, giving an estimated 300bhp-plus. The brakes use harder pads, and while the disc diameters are the same, the fronts are grooved and ventilated. Completing the package is a set of 17in Speedline Corse wheels with sticky but road-legal Yokohama Advans. I'm guessing this 308GTB hasn't worn its 14x7½in Cromodoras with 70-profile XWXs since the 1970s.

Feed yourself in through the 308's now full rollcage and into the single Sparco seat (there's no passenger chair), and you scan the vestiges of the Ferrari's original interior fittings, including the centre console's factory air-con controls. The fuses are now exposed under the passenger-side dashboard, while a plumbed-in

'Robert's car defies the notion that Ferraris of this era are fragile, temperamental beasts that exist only to empty your bank account'



Clockwise: race-ready cockpit; on-board scrutineer-tag archive; exposed fuses; later oil-pressure gauge in binnacle

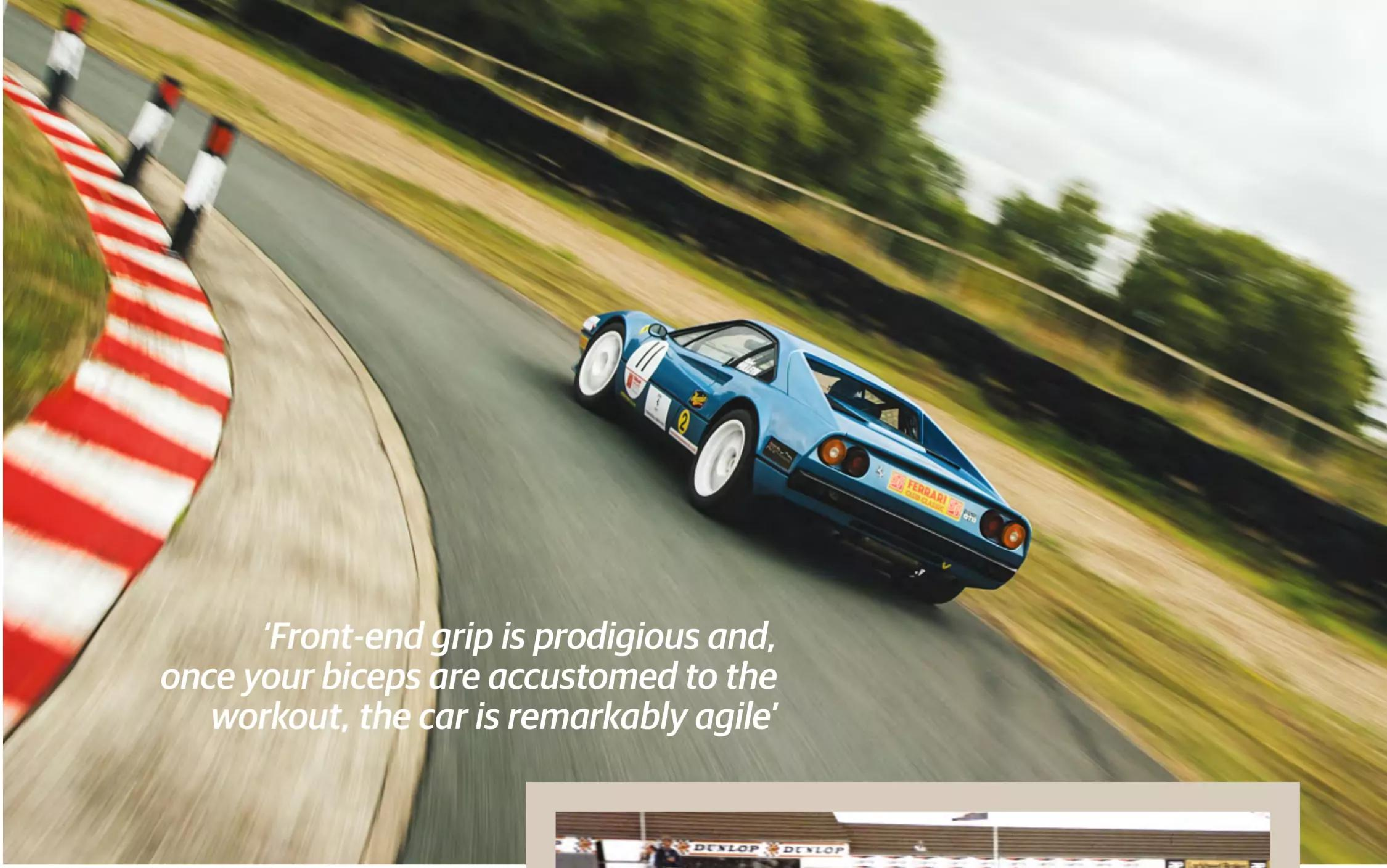
Absolute Radio

WANT MORE REAL MUSIC IN YOUR WORK DAY?

NO REPEAT GUARANTEE

YOU WON'T HEAR THE SAME SONG TWICE.
9AM-5PM WEEKDAYS

Digital Radio   Rayo App   "Play Absolute Radio"

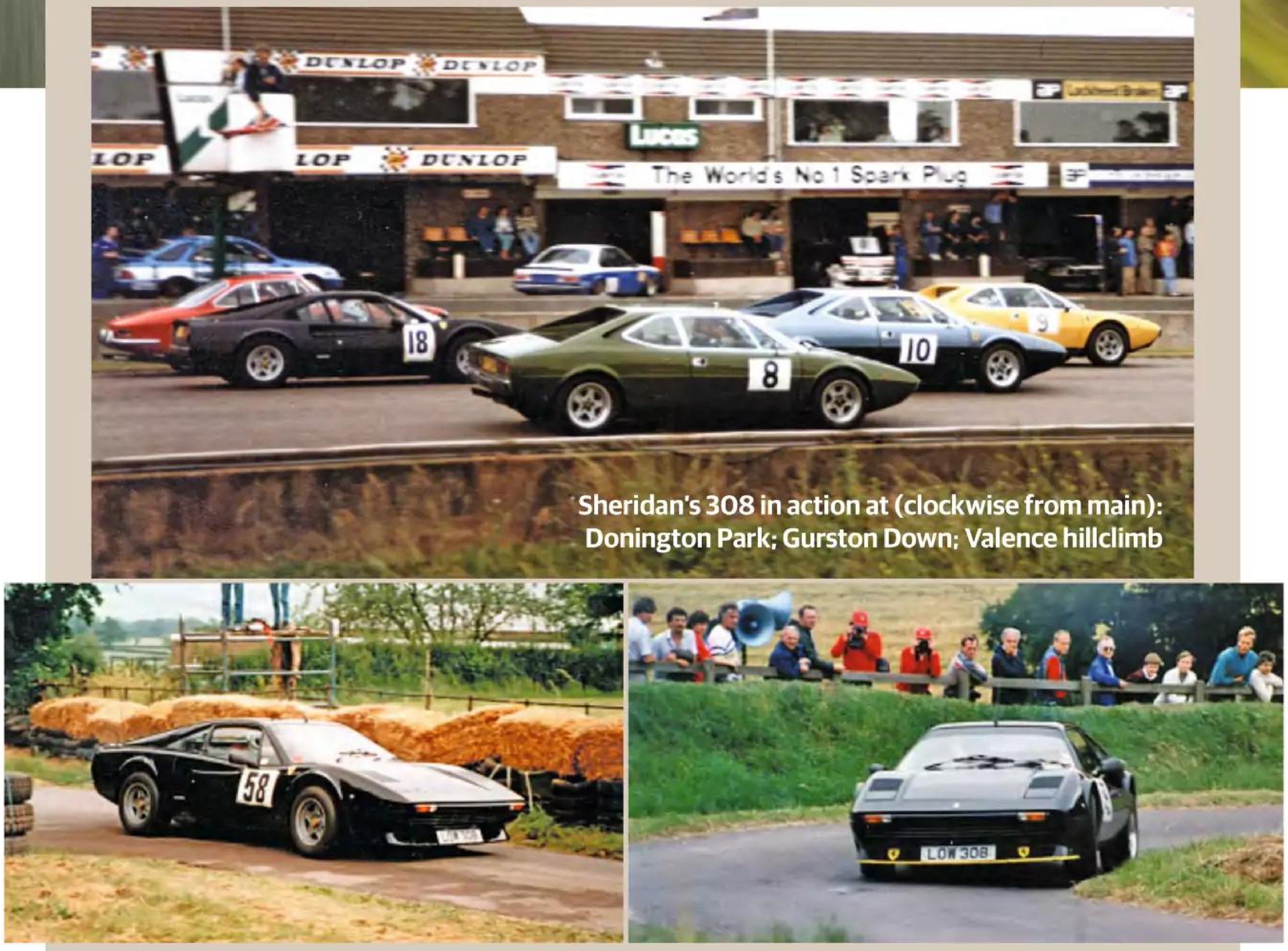


'Front-end grip is prodigious and, once your biceps are accustomed to the workout, the car is remarkably agile'

fire extinguisher sits on the floor. The standard instrument pod has an updated oil-pressure gauge at its centre, and the 308GTB's original three-spoke Momo steering wheel is now well patinated. Robert asks me to wait until the oil pressure hits 70psi before I touch the throttle after start-up; while the pistons and rods have been replaced, the block and cylinder heads are original and – like John before him – Robert is at pains to preserve them.

I haven't driven at Harewood for 40 years – the last time in a slick-shod Škoda Estelle – and I'd forgotten quite how vertiginous the 1440m-long course is. But from the off, this Ferrari is not at all intimidating, and after a couple of sighting runs, it's downright enthralling. You start pointing downhill, and even just clipping 4000rpm on the first straight means you're making full use of the brakes – which are strong, with plenty of feel – into a sharp right-hander, leading to a tight but level complex of turns. The unassisted steering is fairly heavy and high-geared, but front-end grip is mighty and, once your biceps are accustomed to the workout, the car feels remarkably agile on this twisting course. The engine gets top billing, though: throttle response is immediate and linear, and few V8s sound as cultured yet spine-tingling as this as it approaches its 7000rpm redline. But what really impresses is the deep well of low-down torque, making it superbly tractable. Driven in anger on a course like this, it would be a formidable weapon – much like it has been for the past four decades.

***Thanks to** Richard Dredge, Richard Preece, Ferrari Owners' Club GB (ferrariownersclub.co.uk); Harewood Speed Hillclimb (harewoodhill.com). Robert Pulleyn's Ferrari is for sale (email robertpulleyn@yahoo.co.uk)*



Sheridan's 308 in action at (clockwise from main): Donington Park; Gurston Down; Valence hillclimb

200,000-MILE 308GTB DISPELS MYTHS

Sheridan Williams bought his Ferrari 308GTB *Vetroresina* 44 years ago, in February 1981, and he still owns the car today. Sheridan believes that chassis number 19455 was only the second right-hand-drive 308GTB imported to the UK, arriving here in December 1975.

When he took it on, it had already covered 45,000 miles – a relatively high mileage for a newish Ferrari – but today that figure has more than quadrupled to beyond 200,000 miles. "I could only afford one car," Sheridan explains, "so I had to use it for commuting from Milton Keynes to Hendon – an 80-mile round trip – every day for two years."

More impressive still was Sheridan's six-year motorsport career with the 308, which began in 1983. Terry Hoyle Engineering carried out some engine modifications beforehand, and two years later Sheridan had taken a new class record at a Gurston Down hillclimb in the Ferrari Challenge series.

After a total overhaul and rebuild by Bell Sport & Classic at 195,000 miles, Sheridan still uses his 308 at least once a week, come rain or shine, all year round. "Only twice has the car let me down," he says. "Once with a broken rotor arm and the other time with a broken front wishbone."

California
BILTMB

CUT TO SHAPE

Buick's daring Riviera redrew the American personal car for the 1960s, with an appeal that matched even Mercedes-Benz

WORDS **MARTIN BUCKLEY** PHOTOGRAPHY **PAWEL LITWINKSI**

If the 1963-'65 Buick Riviera is not the peak of American luxury coupes, I cannot think of one that looks better. It was the early '60s passion project of General Motors' styling vice president Bill Mitchell, allegedly inspired by the vision of a coachbuilt Bentley driving through a foggy London evening, and a response to the seemingly unstoppable success of Ford's four-seat Thunderbird, then selling at a rate of 80,000 units per year.

But it was also something more than that. Mitchell was conscious that the appetite for highly embellished, rocketship bodywork was on the wane, particularly among wealthy domestic customers who were increasingly turning to prestige European makes in search of a restrained and balanced aesthetic.

The Harley Earl era at GM had finished, and Mitchell wanted a clean-lined, all-American classic for the new decade: a 'personal luxury' machine with tightly tailored, chisel-edged lines that merged coachbuilt Bentley and Pininfarina Ferrari overtones into a pillarless two-door, four-seat coupe with a razor-edged roofline and Coke-bottle waist. The 1961 XP-715 prototype revived the LaSalle name (hence the bladed ends of the front wings, a homage to the final-year 1940 LaSalle), but neither the Cadillac nor Chevrolet divisions – already selling every car they could make – needed it.

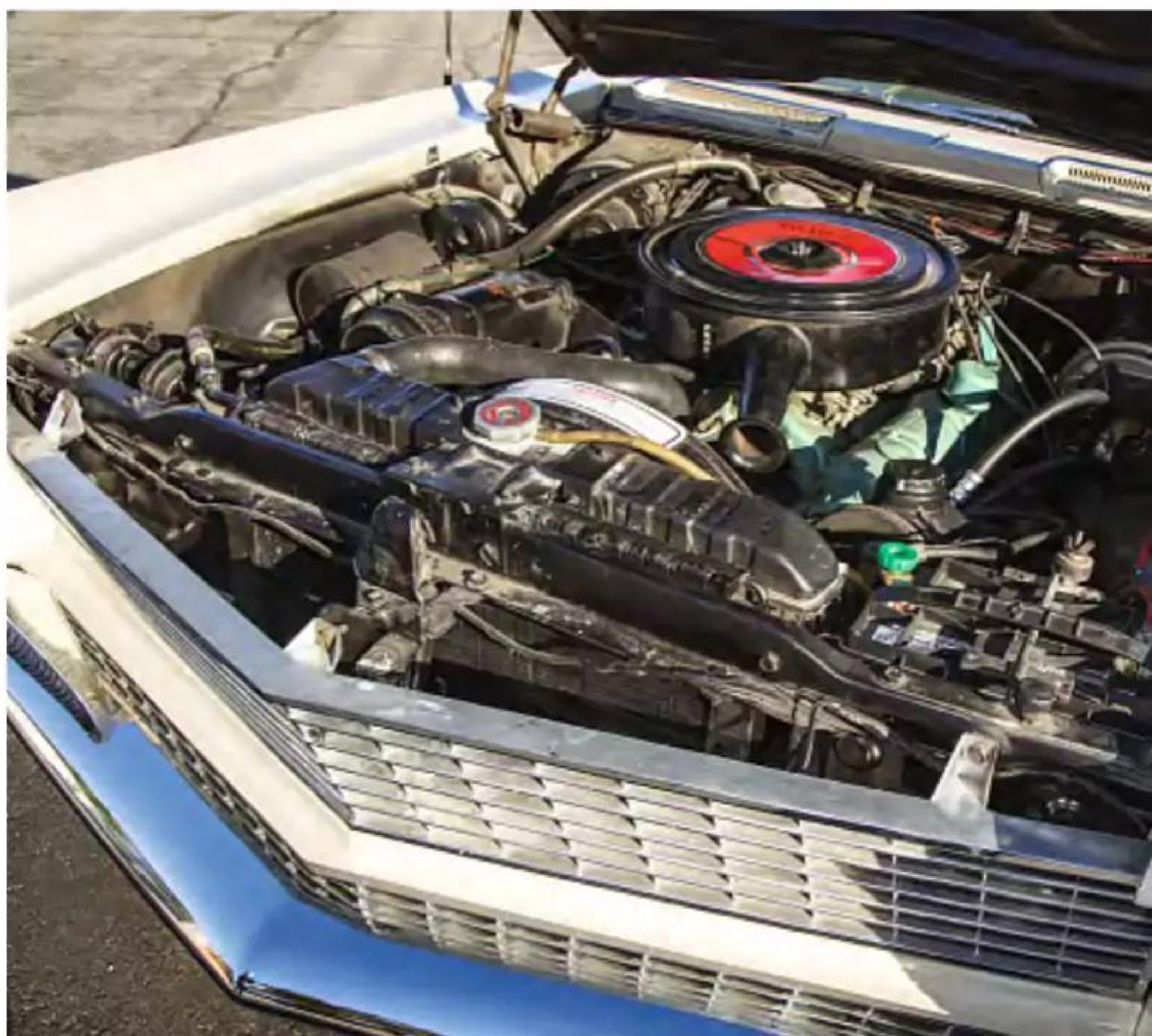
Considering his creation as near-perfection, Mitchell was unwilling to accept the changes to the design proposed by the Pontiac and Oldsmobile divisions. Thus, the gig to build the as yet unnamed Riviera fell to Buick, simply because it agreed to productionise the design as Mitchell (and lead designer Ned Nickles) had originally intended. Alongside the 'clap-door' Lincolns, the 1963-'65 Buick Riviera redefined what the prestige American car could look like. It had a svelte and disciplined elegance that found ready acceptance among wealthy buyers and industry luminaries such as Sir William Lyons and Battista Pininfarina.

Invariably highly optioned and always very adequately powered, the Riviera was destined to sell in numbers healthy enough to turn a profit, but sufficiently restricted to maintain an aura of exclusivity – no more than 40,000 annually. Promoted as 'The Riviera by Buick', it was as much a marketing and lifestyle invention of Madison Avenue as it was a car with innovative engineering credibility.

Based on a cruciform X-frame rather than a perimeter design, the Riviera was 6-9in shorter than contemporary full-sized Buick sedans, with a 2in narrower track and a shorter, 9ft 9in wheelbase. At 17ft 6in long, it was still a huge car – even Americans in the gracious-living class expected a large expanse of steel in exchange for a large amount of money – but shared no sheet metal with other Buicks.

It had a sensibly located, coil-sprung and relatively light live rear axle, and came only as a two-speed automatic with power steering, alternator and dual exhausts. Its designers had done their best to reconcile ride and handling

'Writing in favourable terms of the Buick's general handling, Motor talked about "power sliding the monster"'



Buick has immediate pick-up with 465lb ft of torque, and is effortless to handle

Clockwise from top: Riviera's circular dials and crisp lines were a new look; 2+2 seating; Buick's three-shield logo; faux-wood door panel; three-speed auto

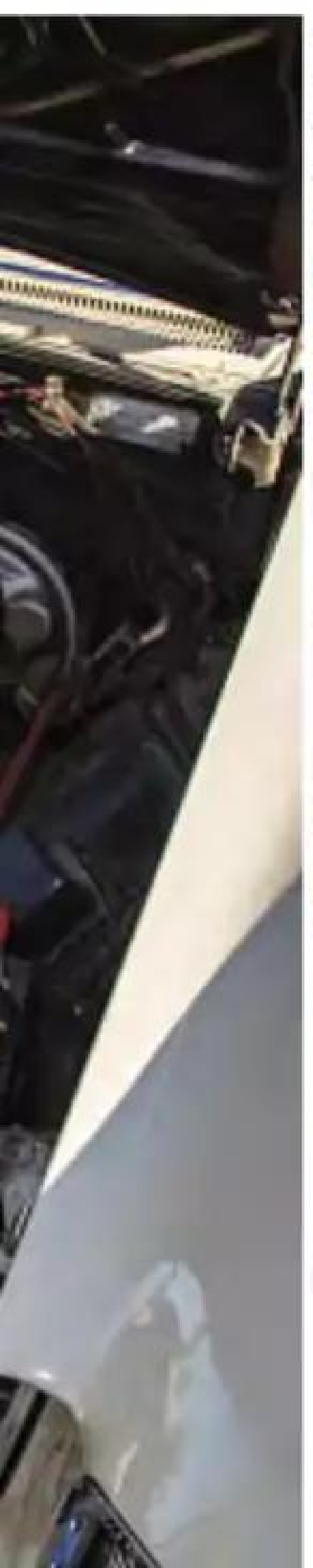
compromises by playing with spring rates, anti-roll-bar thickness and geometry for anti-dive and anti-squat. By keeping the centre of gravity low, the Riviera handled as well as could be expected for its size and weight. Even the likes of *Car and Driver* and *Road & Track* (both famed for the derision they regularly heaped upon domestic American cars) were impressed with its general roadability.

Buick stopped short of giving it the ultimate in brakes – 12in finned drums with 200in^2 of lining were barely up to the task of maximum-effort, high-speed stops in this 4369lb, 120mph car. It is interesting to note that, while the American magazines considered the Riviera's anchors wholly adequate, the likes of *Autosport* and especially *Motor* were much less convinced when testing one of the Ruddspeed-converted 1965 Rivieras under UK conditions. In fact, the latter found the drums 'quite inadequate' for stopping the car from really high speeds. One hard application at 100mph was apparently enough to generate complete fade by the time they had got the black Riviera to 40mph (where are you now, FBP 260C?). Writing in favourable terms of the Buick's general handling, *Motor* talks about the feasibility of 'power sliding the monster' but adds, drily, that such techniques 'worried other motorists within half a mile'.

Only the briefest perusal of the weights, measures and production figures pertaining to the various six-cylinder Mercedes-Benz W111 and W112 coupés of 1961-'67 throws the validity of this comparison into doubt. More than a foot shorter, 2in narrower and 1000lb lighter than the Buick, the German car followed entirely divergent criteria for a completely different, European environment. Even compared to British cars its 2.5-litre engine was small for the task in hand, a product of a domestic tax system that heavily penalised cars of above 2.8 litres.

Yet it is hard not to see the shape of Paul Bracq's beautiful W111 Coupé as Mercedes-Benz's 'Riviera moment': a graceful two-door with long front and rear decks, open-plan, pillarless side windows and an aura of sporty yet dignified luxury that Stuttgart has struggled to recapture in its big coupés since.

Bracq had styled the car for American tastes, with a hardtop, lots of glass and proportions that somehow made the Coupé appear much



Clean, European-influenced lines and a Coke-bottle waist set 1960s fashion. Left: 425cu in V8 makes 340bhp on single carb

OH LORD WON'T YOU BUY ME A...
Mercedes-Benz
SLSHOP
WELCO

A carefully curated selection of exceptional, investment grade classic Mercedes-Benz collector cars for discerning buyers to acquire. Expertly sourced classic Mercedes-Benz are presented from our Stratford Upon Avon Showroom.

We combine 20 years of encyclopaedic marque expertise, compressive workshops, technical understanding and mastery and extensive market knowledge to help clients acquire or find new custodians for outstanding motorcars.

Each vehicle presented has passed rigorous inspection by our workshop, is expertly prepared and deemed "Blue Chip", authentic and collectable. Cars will carry a unique 24-month major mechanical warranty and will be eligible for our CARE Concierge programme. Our extensive database of owners and worldwide reach ensures clients are supported with sales taking place on or off market.

SL SHOP

theSLSHOP.com

250 SE
NOV California 2025
BILTMB

longer than the contemporary Mercedes saloon, although it wasn't. The stacked – or 'bubble' – lights linked it to the Fintail cars that shared its unitary structure and mechanical architecture, but the overall shape prepared buyers for the cleaner lines of the post-1965 W108 saloons, prominent tailfins having been clipped late in the design stage.

In 250SE form, its high-revving, overhead-cam straight-six was virtually a third of the size of the Buick's high-compression Nailhead V8 and produced about half the power on Bosch mechanical fuel injection. That's assuming the advertised outputs of the various 401 and 425cu in (6.6- and 6.9-litre) V8s fitted to the Riviera were 80-100bhp adrift of reality.

The 1961-'65 220SE had pioneered front disc brakes on the company's production cars. The 1965-'67 250SE had them all round, and came routinely with power steering and automatic transmission, although neither was officially standard. In the UK, import duty – and the cost of a right-hand-drive conversion on the Buick – put these two coupés at least £500 apart, the American being the cheaper.

Sam McKeon and Bill Clin of Palm Springs were both focused on acquiring a Riviera and a 250SE Coupé of 1965 vintage. "We wanted a '65 Buick," says Sam, "because of the clamshell lights. They are mechanical, not pneumatic, with motors and limit switches. The Riviera was supposed to have them in 1963, but the accountants only allowed it in '65 because the car was making money." Bill adds: "I also like the tail-lights in the bumper on the '65, and the lack of fake side scoops." They looked hard for an example in an original colour with an original interior. "This one has the 425cu in engine, but it's not the GS with the twin four-barrel carburettors, high-lift cam and high compression," says Bill. "It's overpowered for its braking system as it is…"

'The 250SE may have been adrift of the Riviera's tyre-smoking accelerative abilities, yet it could cruise just as quickly'

The 250SE was found 16 years ago, in Palm Springs. "I wanted the last handbuilt series," explains Bill. "The later 280SE and 280SE 3.5 don't have the full wooden dash, because of glare on the windscreen. And they had to lower the hood so you could see pedestrians better."

"They were very Hollywood," interjects Sam. "When I was living in Manhattan in the '60s, these were the cars to have, not a Cadillac… and the Mercedes coupé cost multiples of the Buick in period, although Riviera prices have taken off. These sell in the mid-40s now."

The Mercedes has almost as much room inside as the Buick, and substantially more

BUICK RIVIERA

Sold/number built 1965/34,586
Construction steel chassis, steel body
Engine all-iron, ohv 6970cc V8, single Carter four-barrel carburettor
Max power 340bhp @ 4400rpm
Max torque 465lb ft @ 2800rpm
Transmission three-speed Super Turbine automatic, RWD via limited-slip diff
Suspension: front independent, by double wishbones, anti-roll bar **rear** live axle, radius arms, Panhard rod; coil springs, telescopic dampers f/r
Steering power-assisted recirculating ball
Brakes drums, with servo
Length 17ft 6in (5334mm)
Width 6ft 4in (1930mm)
Height 4ft 7in (1397mm)
Wheelbase 9ft 9in (2972mm)
Weight 4369lb (1982kg)
0-60mph 8 secs
Top speed 122mph **Mpg** 11
Price new £3639 **Price now** £15-45,000

MERCEDES-BENZ 250SE COUPÉ

Sold/number built 1965-'67/6213
Construction steel monocoque
Engine iron-block, alloy-head, sohc 2496cc straight-six, Bosch mechanical fuel injection
Max power 148bhp @ 5500rpm
Max torque 159lb ft @ 4200rpm
Transmission four-speed manual or automatic, RWD, optional limited-slip diff
Suspension independent, at **front** by double wishbones, anti-roll bar **rear** swing axles, hydropneumatic self-levelling; coil springs, telescopic dampers f/r
Steering recirculating ball, optional power assistance
Brakes discs, with servo
Length 16ft ⅕in (4882mm)
Width 6ft ⅔in (1847mm)
Height 4ft 9in (1448mm)
Wheelbase 9ft ¼in (2750mm)
Weight 3285lb (1490kg)
0-60mph 12 secs
Top speed 112mph **Mpg** 20.2
Price new £4484 **Price now** £25-60,000

Clockwise from top: full-width veneer; upright binnacle shows gear position; iconic three-pointed star; quality details abound; cramped rear quarters

Mercedes drives with willing precision, if less outright pace than the Buick

boot space, mostly because the spare wheel dominates the Riviera's luggage compartment. Its cabin is styled with mostly man-made materials, denying it the bespoke character of the leather- and wood-lined 250SE. The Buick's centre console flows into what must be one of the first instrument stacks, although there are no minor controls, only those for a heating, ventilation and air-conditioning system that was hugely in advance of anything Mercedes could offer at the time. Though the dashboard has none of the fine detailing of the German car, its circular gauges and straightforward design was a new look from Detroit.

The Mercedes has the more commanding driving position and better all-round vision than the Riviera. It is missing the American car's power windows, seats and adjustable steering column but, conversely, the lack of a reclining backrest seems a strange omission on Buick's part, in a car otherwise focused on making the driver's life as easy as possible. Its steering can be controlled with one finger and its acceleration is as effortless as the sweet but fussy Mercedes feels slightly laboured, with its low overall gearing and hard upshifts.

Thanks to huge torque and an early version of the GM400 three-speed automatic, the Riviera has the sort of epic pick-up not offered by Mercedes until the highly specialised 300SEL 6.3. With 0-60mph in 7.2 secs and 128mph, the Riviera GS was among the fastest four-seaters in the world. Yes, the Benz feels much less lively – it could hardly be otherwise – but even here the performance figures don't tell the full story. The 250SE may have been 15mph and many seconds adrift of the Riviera's tyre-smoking accelerative abilities, yet its tolerance of sustained high revs meant it could cruise as fast as the Buick (say 110mph, all day long) and use a lot less fuel doing so. Consider also that the 20mpg Mercedes could extract well over 300 miles from its 18-gallon capacity; the Riviera, averaging 11mpg, had to stop every 170 miles or so to replenish its absurdly small 16-gallon tank. But perhaps none of the above matters all that much for a 60-year-old car.

What we can say is that both are directionally stable and you would not overtly criticise the light, numb control offered by the over-boosted Riviera without having the 250SE on hand for

No more fins, and large glass area helps vision. Right: 2496cc straight-six needs revs for its 148bhp, but is creamily smooth

'Superficially sedate but expensively engineered, Mercedes gave its drivers a sense of command and detail satisfaction'

direct comparison. Mercedes' recirculating-ball system set the standard for power steering for many years, allowing the driver to guide the car with a true feel for what the front wheels were doing. In other words, because you can sense the build-up of understeer, you can drive the Benz briskly, with confidence, almost at once. Over and above the superb finish and the beautiful materials, it was this sense of completeness that the 250SE Coupé owner was paying for, even if they couldn't quite put it into words themselves. Superficially sedate but more expensively engineered, a Mercedes-Benz gave its drivers a sense of command and detail satisfaction that no American cars have even pretended to emulate.

The Riviera is not all bad news on the road; far from it. It does not roll all that much more than the German – it is quite a squat, low-slung car – and if there is a hint of transitional wallow, it was probably considered a fair compromise for the soft ride. On its low-pivot swing axles, the Mercedes has a more controlled, equally comfortable but more of-a-piece feel than the American. It is set up to understeer gently and, unlike the Buick, offers roadholding way in excess of its power. Such limits as it has are not easily found but, as is the wont of swing axles, a little unforgiving when encountered, which is almost never on the public road.

You tend to guide the Buick visually rather than by messages through the wheel, while treating the throttle with respect and taking care not to jab too abruptly on the sensitive brakes. In the end, the lightweight, minimum-effort character of the Riviera is intrinsic to its louche appeal – you either embrace or reject its shortcomings. It is a handsome but flawed hero from the last great era of American car design: such an unashamed Madison Avenue fantasy that the advertising agency McCann Erickson, rather than the Buick division, presented the original concept to GM management.

In contrast, there was no requirement to create an image for the prestigious 250SE. The price-tag assured the car's boutique status even in the realm of exclusive big coupés of the '60s. And it was, in the end, a Mercedes-Benz – and a hand-finished Mercedes-Benz coupé at that, with a status in the Stuttgart hierarchy second only to the mighty 600. I like it. I admire it. Its beauty, engineering values and all-round Teutonic wholesomeness make it the obvious choice for any right-thinking enthusiast who dons the imaginary cravat of connoisseurship.

And yet there remains an 18- or 19-year-old version of myself who fell in love with the Buick Riviera upon reading that *Motor* road test, swiftly followed by exposure to a black-and-white 1964 Michael Winner flick called *The System*, featuring Oliver Reed and… a Riviera. Reed was one of a bunch of dissolute characters residing at an English seaside resort, suddenly enlivened by the arrival of a new potential conquest (Jane Merrow) in her father's Buick. I can only remember one line: "Which would you have, the girl or the Riviera?" asks a fellow layabout of Ollie. "Both."

OWL 70

On the TRAIL *of the* TRIAL

This automotive pioneer was built during the reign of Queen Victoria, and is soon to star in a tribute to an event it first entered 125 years ago

WORDS **SIMON HUCKNALL** PHOTOGRAPHY **MAX EDLESTON**

There is something rather special about driving a car built in the 1800s. This 1899 Wolseley 3.5hp Voiturette's single-cylinder motor first burst into life when Queen Victoria was on the throne and preparations were being made for the Boer War. Those historical facts seem somehow incompatible with the motor car. And yet here we are, in a modest horseless carriage, puttering along a main road at around 25mph (on a slight downward gradient, admittedly), with more speed in reserve if we were of a mind. The thought that this little car was driven in, and completed, a 1000-mile competitive event on largely unpaved roads only a year after it was manufactured adds to not only its lustre, but also your appreciation of what was being achieved in our fledgling car industry – at a quite astonishing pace, too.

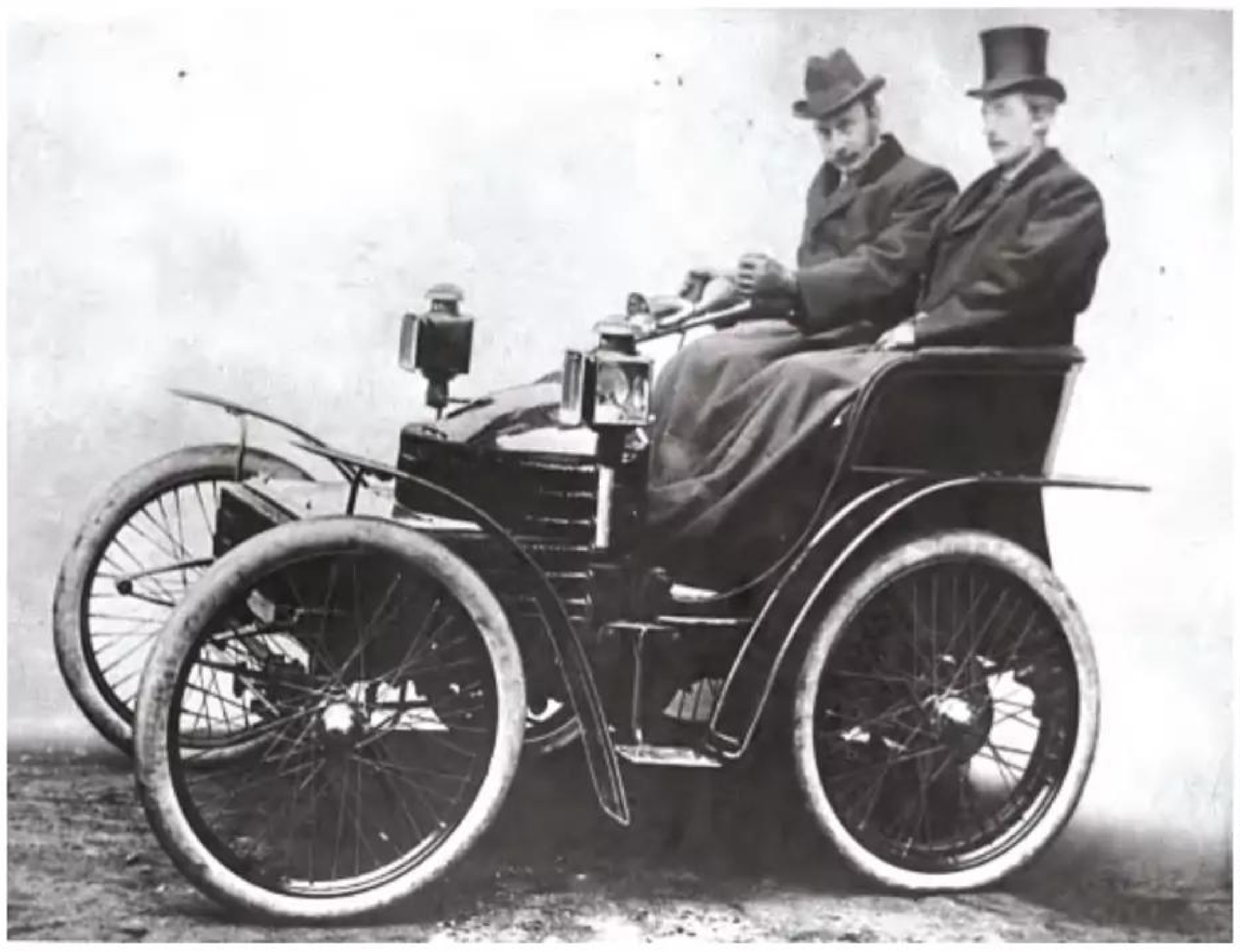
'OWL', as this Wolseley is better known thanks to its registration mark, is one of two surviving entrants from the 1000 Miles Trial that first took place in 1900. It will mark the run's 125th anniversary this year by being the first automobile to leave Hyde Park at the start of the 2025 London to Brighton Veteran Car Run, the 40th time OWL will have made the historic trip to the coast. This Wolseley, then, is an immensely important player in Britain's automotive history, not least because it was among a select group of vehicles that first brought motoring to the masses.

As Duncan Wiltshire, the Royal Automobile Club's chairman, said recently: "It's hard to overstate the significance of the 1000 Miles Trial – it really put the joys and practicalities of motoring on the map." Given the seismic change wrought by motorised transport to Western civilisation, it's alarming to think the widespread cynicism that existed towards the motor car in the late 19th century could have put paid to its early evolution – or, at least, delayed it. This was not merely a transition from one form of propulsion to another, such as today's graded introduction of electrification; rather, it was the advent of mass mobility, with all the societal benefits bestowed by moving from horse power to horsepower. But heralding the motor car's arrival required a bold strategy.

The Automobile Club of Great Britain and Ireland (later to become the Royal Automobile Club) recognised that a majority of people – especially those in the Midlands and the north – had never even set eyes on a motor car. The number of 'horseless carriages' in Britain had risen from around 30 in 1895 to between 700 and 800 by 1900, but they were still a rarity. An event was proposed that would bring together a group of the country's leading motorists and their machines, and task them with covering just under 1000 miles through a broad cross-section of the British mainland. There would be strict time deadlines over 11 days, as well as the completion of four hillclimbs and various time trials along the way. The route was to start from London and take in Bath, Bristol, Birmingham, Derby, Manchester, Kendal, Carlisle and Edinburgh, then visit Newcastle upon Tyne, York, Leeds, Sheffield, Lincoln, Nottingham, Leicester and Northampton on the return leg. A motoring event of such magnitude had never been contemplated before – it had only been four years since the hated 4mph (2mph in towns) speed limit for motor vehicles had been lifted. But even in that short time the durability and driveability of cars had improved sufficiently to make travelling 100 miles in a day – typically three times that of a horse and carriage – a reality. More to the point, Britons would be turning out in their thousands to witness these motoring pioneers and their combustion-engined steeds: it had all the makings of a momentous PR coup for the automotive lobbyists.

> *'This important Wolseley was among a select group of pioneer vehicles that first brought motoring to the masses'*

On 23 April 1900, 83 motor vehicles – around a 10th of Britain's car population – gathered for the start of the 1000 Miles Trial at Grosvenor Place, near London's Hyde Park. Two categories – for car manufacturers and for privateers – were each split into sub-classes according to the cost of the cars entered. The field comprised 31 different marques, many of which would not see out the first decade of the new century. But plenty



ROYAL AUTOMOBILE CLUB

NESTLÉ'S MILK
NESTLÉ'S MILK
2
40

OWL crosses Trafford Road Swing Bridge over Manchester Ship Canal. Above: Herbert Austin at the tiller in 1900

Smooth surfaces today, but the 3.5bhp Wolseley endured 1000 miles of mostly unpaved roads on its inaugural event 125 years ago. Don't forget to pack a picnic would: Benz, Ariel, Napier, Peugeot, Triumph, Daimler, Panhard and Wolseley were largely in experimental mode as car manufacturers, but doubtless buoyed by the opportunity to prove their vehicles' mettle on a vast national stage.

Like many of the other nascent motor-car makers, Wolseley was already an established manufacturer, in this case as the Wolseley Sheep Shearing Machine Co of Alma Street, Birmingham. The company was founded in Australia by Frederick Wolseley, who employed one Herbert Austin as his works manager. The business relocated to Britain in 1889, but the perennial challenge remained the seasonal nature of the sheep-shearing trade, leaving spare capacity in the so-called 'Sydney Works' each year. Austin, enthused by the potential of the new automobile, started to develop his own machines. By 1899 he had built two three-wheeled Wolseley models, with 'our' 3.5hp experimental vehicle his first, surprisingly advanced four-wheeler.

It appears that – initially, at least – Austin had full support from the company, as evidenced by *The Autocar* reporting in its 6 January 1900 issue: 'For over three years the Wolseley Sheep Shearing Machine Co… have been carefully experimenting with autocars, and their works manager, Mr H Austin, has devoted a very great deal of attention to the subject. The experimental stage has now been passed, and the firm is preparing to put its cars on the market.' The article describes the two-seater car as having three gears, which could be 'varied by changing the sprockets', and a 'fixed petrol tank [holding] three and a half gallons, sufficient for one hundred miles'.

Given the Trial's typical daily mileage, that range was an advantage for the Wolseley. Predictably, Austin drove OWL himself – and he was in good company, with many early automotive luminaries taking part: Charles Rolls in a 12hp Panhard; John D Siddeley (later of Armstrong Siddeley) driving a 6hp Daimler; JWE Douglas-Scott-Montagu (son of Lord Montagu of Beaulieu) in a 12hp Daimler; and George H Lanchester aboard one of his own creations. At 118 miles, the first day's leg from London to Bristol was one of the longest, but according to a contemporary report by Frank H Butler, himself an entrant in a 6hp Panhard: 'In the towns people turned out in thousands to see the cars pass, and the police had to keep the streets clear for our passage.'

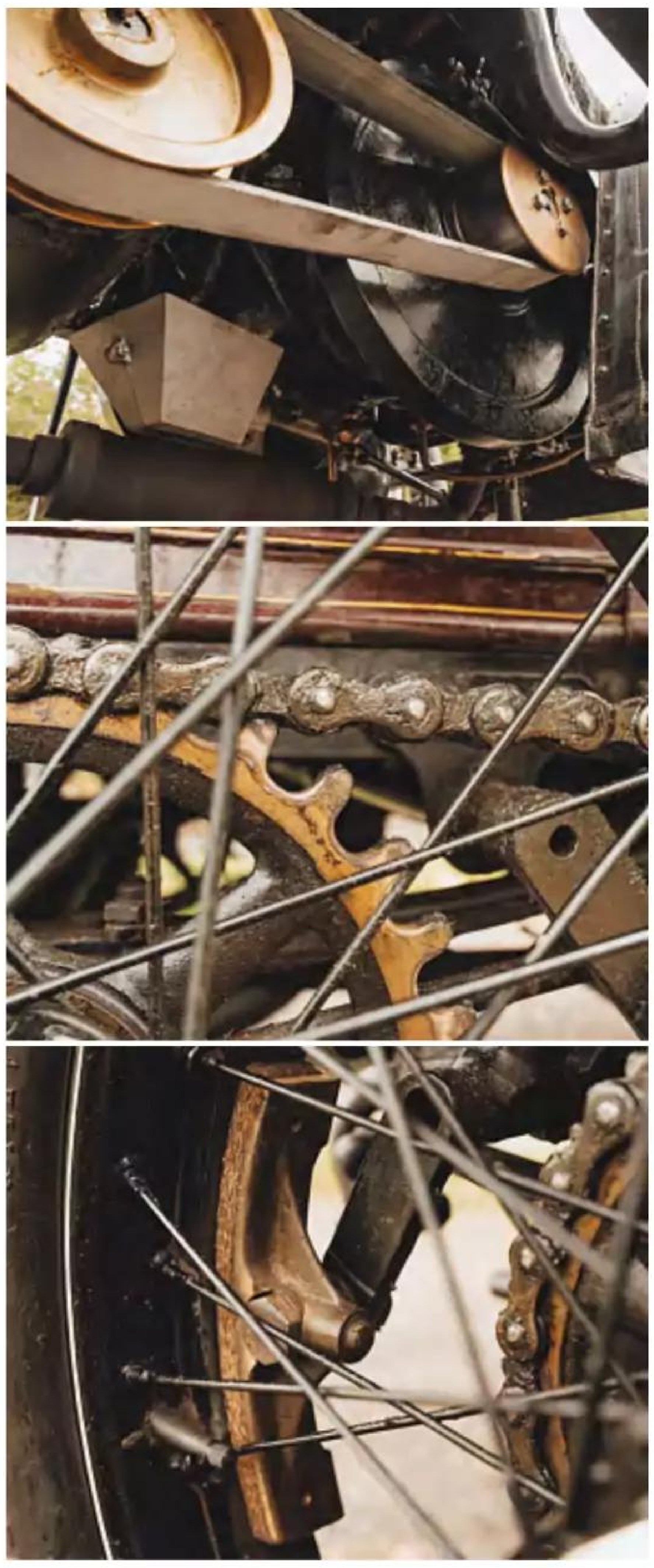
Local dignitaries were also keen to curry favour with the new automobilists. 'At Reading,' wrote Butler, 'Mr Alfred Harmsworth gave a magnificent champagne reception… At Birmingham, Mr Alfred Bird MP gave a dinner at the Conservative Club, and Mr Henry Edmunds entertained us at Manchester and Lord Kingsburgh in Edinburgh.' But, as Butler admitted, it had been far from plain sailing: 'We had several punctures; piston rings working round lost a good deal of compression; a lift pin of the valves put one cylinder out of action part of the time.' By the time the Trial had reached the Scottish capital, 83 starters had been reduced to 51 – still quite impressive, given the largely unproven engineering of most of the cars and the mainly unpaved route they had followed. The equally long southbound journey to London took a further 16 cars out of the running, so by the time the Trial returned to Hyde Park on 12 May, 35 cars were flagged over the finish line, each receiving a £10 reward from the *Daily Mail*. Among the 11 Daimlers that took class wins, as well as multiple Panhards, a Peugeot and a Benz, 'our' Wolseley won Class B in the Trade category for £2-300 cars, beating a Triumph and a De Dion.

There was no doubt the Trial had been a PR success, catapulting public awareness of the motor car and laying important foundations for its continued evolution and manufacture. There were still some sensitivities, though, which *The Autocar* addressed in an editorial before the Trial had drawn to a close: 'There is one thing we regret… and that is the impression which has been left in the public mind as to the dirtiness of the automobile pastime.' (Justified, to an extent, since open cars moving in close proximity on cart tracks would have covered their charges in dust and dirt.) The author went on to suggest that, if another Trial were held: 'Explanatory handbills should be distributed from the cars as they pass through towns headed, "Why we are so dirty." They would remove a great deal of misapprehension.'

The Autocar needn't have worried: by coincidence or otherwise, the 1900 1000 Miles Trial preceded a decade of furious innovation. Curiously, Wolseley's management was not convinced by Austin's efforts to diversify into vehicle manufacture, selling that part of its business to Vickers Sons & Maxim Ltd in 1901 (losing Austin to the newly founded Wolseley Motors Ltd in the process). The rest is history, as they say, and Wolseley went on to become a dominant force in motoring's Edwardian era.

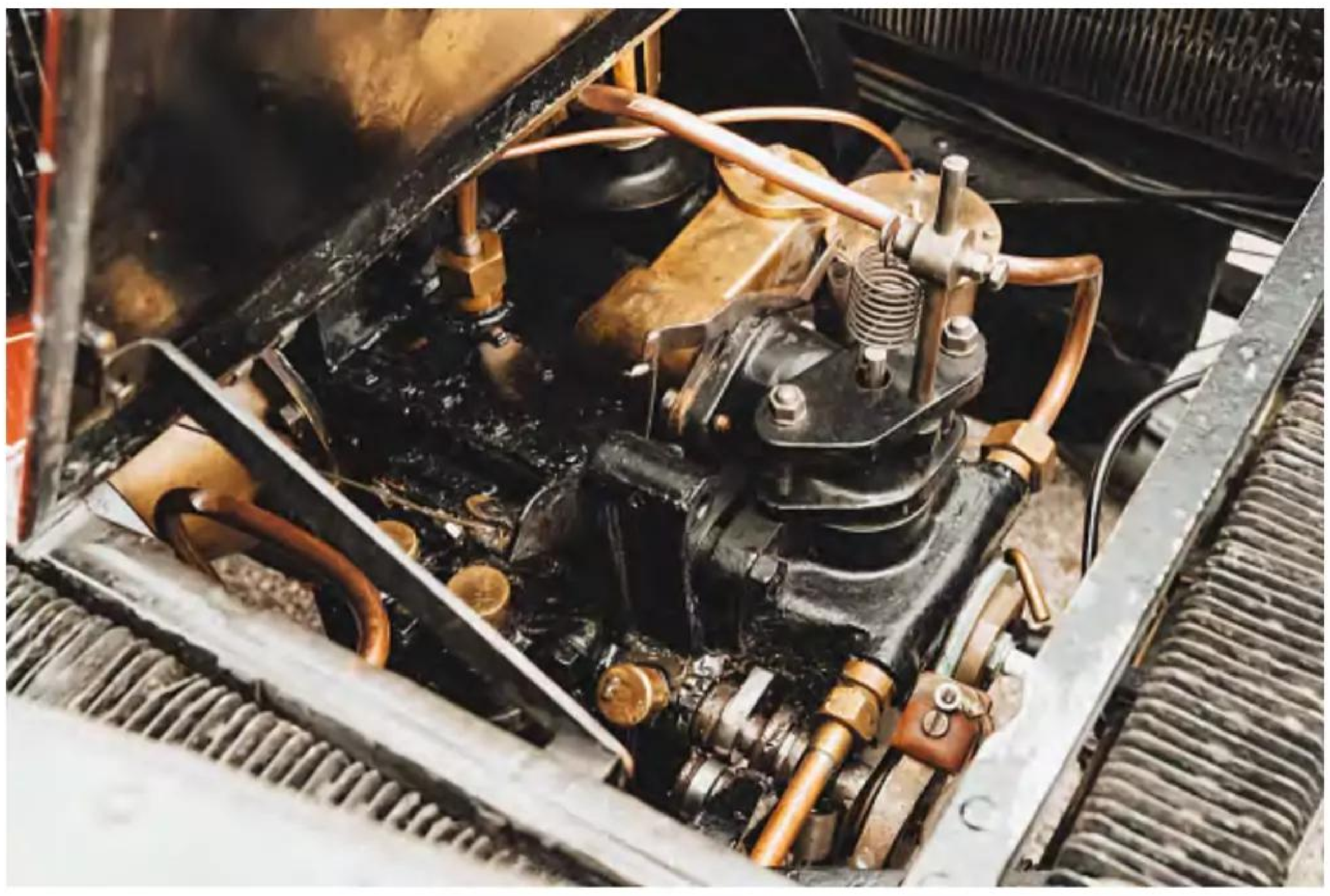
> *'OWL is a remarkably proficient and capable motor car, powered by a 1.3-litre engine of Wolseley's own design'*

OWL is perhaps not hugely representative of the larger, more prestigious machinery that Wolseley went on to produce in the period leading up to the Great War. But viewed entirely objectively, it is a remarkably proficient and capable motor car. Powered by a 1.3-litre engine of Wolseley's own design, its single cylinder has a 4½in bore and a 5in stroke, with its liner, piston and combustion chamber all cast from iron. Wolseley was keen to emphasise the construction quality of the engine, with all its components ground to fit, rather than being

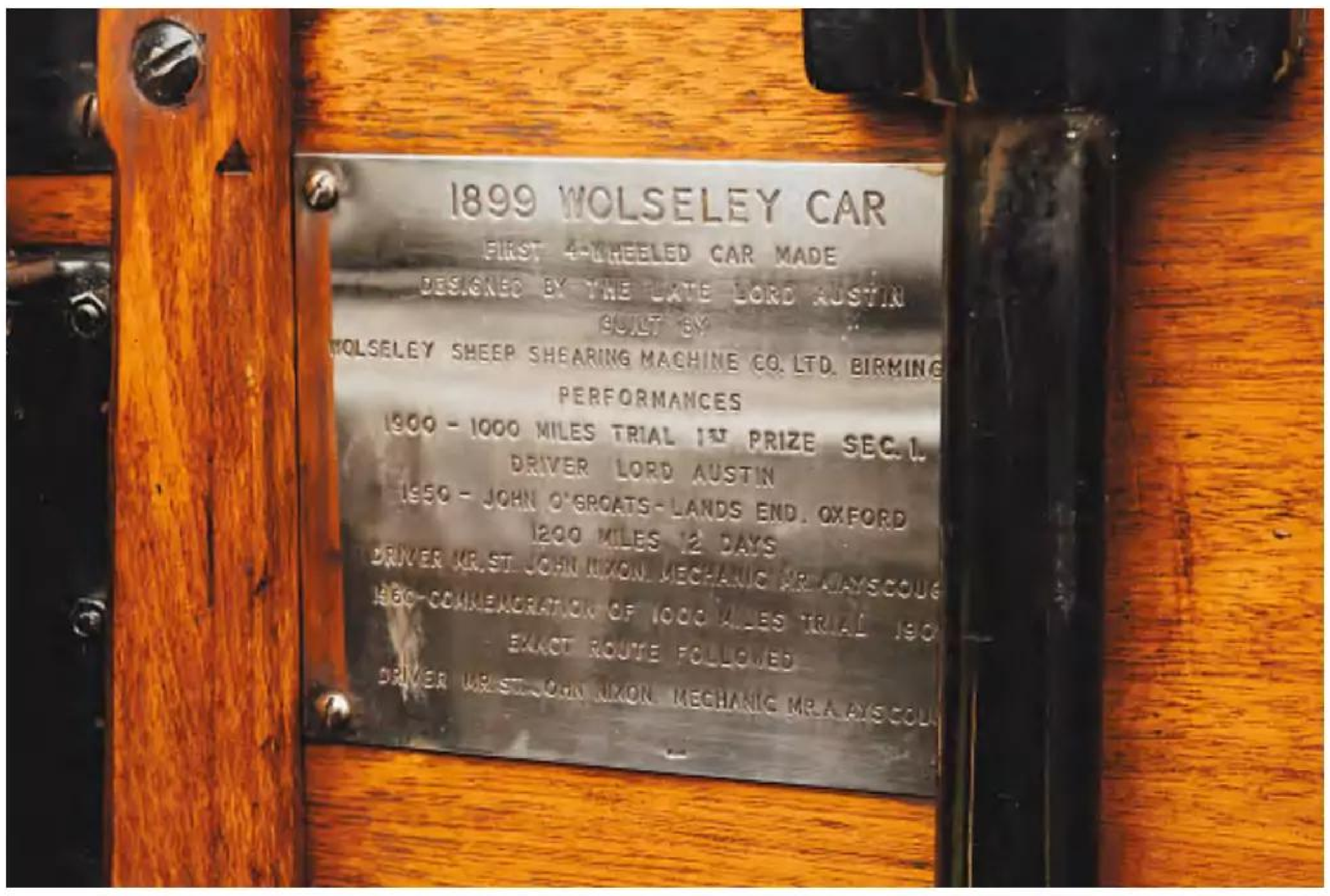


From top: gearbox's drive belt; final-drive sprocket; brake shoes – two on each rear wheel – engage against the inside of the rim

Gearlever provides an upper-body workout – changing ratios moves the 'box itself against its drive belt. Steering tiller isn't troubled by kickback



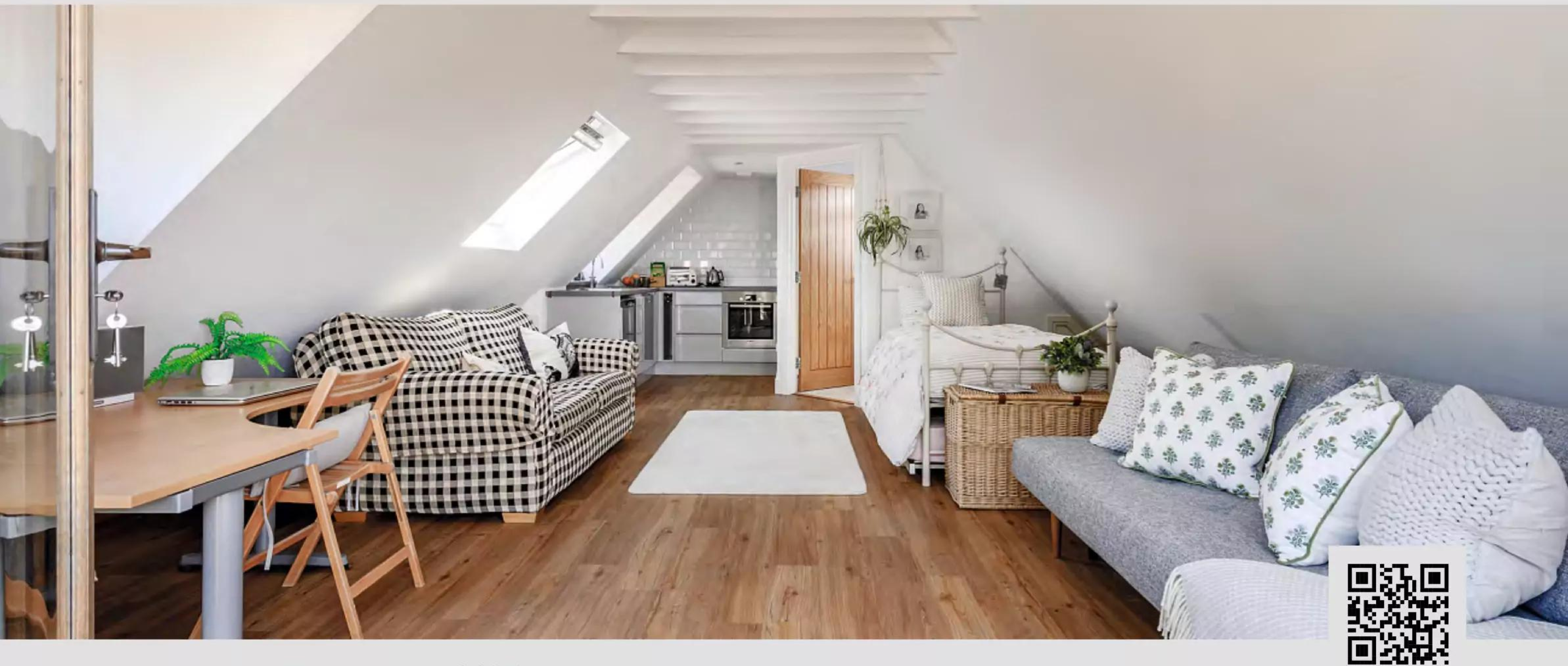
Clockwise from top left: exposed radiator is highly efficient; 1300cc single-cylinder engine; sight-feed lubrication for constant-loss system; exposed seating for two. Right, from top: 30in-diameter spoked wheels; plaque commemorates the Wolseley's legacy


1899 WOLSELEY CAR
FIRST 4-WHEELED CAR MADE
DESIGNED BY THE LATE LORD AUSTIN
BUILT BY
WOLSELEY SHEEP SHEARING MACHINE CO. LTD. BIRMING
PERFORMANCES
1900 - 1000 MILES TRIAL 1ST PRIZE SEC. I.
DRIVER LORD AUSTIN
1950 - JOHN O'GROATS - LANDS END. OXFORD
1200 MILES 12 DAYS
DRIVER MR. ST. JOHN NIXON. MECHANIC MR. A. AYSCOUG
1950 - COMMEMORATION OF 1000 MILES TRIAL 190
EXACT ROUTE FOLLOWED
DRIVER MR. ST. JOHN NIXON MECHANIC MR. A. AYSCOU

PRIME OAK
EST.1999

THE FINEST OAK FRAMED BUILDINGS

ACCOMMODATION | HOME OFFICE | GYM | HOBBY ROOM | WORKSHOP



Request our 2025 brochure and a complimentary design consultation today.

NEW WEBSITE

PRIMEOAK.CO.UK | INFO@PRIMEOAK.CO.UK | 01384 296611

Driving the Wolseley is both satisfying and engaging. Below: a pause on the 1000 Miles Trial in St Albans to examine the route

BMIHT/BRITISH MOTOR MUSEUM

'It's a highly physical experience. You're forcing the weight of the gearbox against the drive belt to attain more speed'

'packed' (a practice that should be 'abolished', it asserted). Oil is sent to the bearings through a sight-feed lubricator mounted on the dash, with capacity for, the company claimed, 150 miles of running. The ignition uses two accumulators and a Blake trembler coil – common with many other early veterans.

The transmission, with chain final drive to the rear wheels, is quite ingenious and, as we soon find, entertaining to use. The three-speed (plus reverse) gearbox, mounted transversely beneath the bench seat, is moved back and forth as the driver selects different ratios via toothed 'channels' in the transmission gate. When the lever is pulled back into a neutral zone, the gearbox is pushed forward out of the confines of the fabric belt in which its drive is contained; when the lever is pushed ahead into one of the gear channels, the 'box engages progressively with the belt until it's fully locked in. The same lever's lateral throw allows you to select your chosen ratio, with its lower end connected to a mechanism that moves across the 'box to engage the corresponding gear. Apart from a hand throttle and central steering tiller, OWL's only other main control is a footbrake operating two shoes acting directly on an additional rim fixed to the inside of each of the car's spoked 30in rear wheels.

Our drive today starts from the British Motor Museum in Gaydon, where OWL has been a resident since 1980. (Its display history actually goes back to 1912, when it became one of the first exhibits in Britain's first public car collection, the Motor Museum, aptly founded by the proprietor of *The Motor*, Edmund Dangerfield.) OWL's starting procedure is thus: fuel on; fully retard the ignition on the small, dash-mounted quadrant; set the hand throttle at its mid-point; then move to the nearside front of the car and start to crank – fast, and with some commitment – before switching on the ignition, after which OWL fires immediately. I've known worse.

There is an art to driving any veteran, and while their control systems vary wildly, the pleasure – for me, anyway – is making steady progress without the need to overexert any componentry; I'm sure Mr Austin would have concurred. To pull away, you add some ignition advance, leave the throttle in its midway position, release the handbrake and ease the long transmission lever forward in its first gear slot – just enough to attain jogging pace – before making a back-and-forth change into second gear. The single cylinder's metronomic thumping intensifies as you push the lever further in its channel. It's a highly physical experience for your upper body, because you are in effect forcing the weight of the gearbox against the drive belt to attain more speed. Once into third, with a clear road before you and the transmission locked in, OWL lopes along, its monobloc engine surely still turning at below 1000rpm. On paper, a five-years-younger Vauxhall Light Car's coil-sprung chassis should feel more sophisticated than the Wolseley's cart-sprung set-up, but once you have acclimatised to OWL's central steering tiller – benign enough to avoid kickback from potholes and drain covers – its impressive stability licks that of the later, London-built car.

More than that, though, is the sheer thrill of piloting a genuinely driveable car from the century before last. No motor vehicle engages you quite like an early veteran: the organic simplicity of the engineering is refreshing and, while operational solutions were still diverse, you find yourself sharing their maker's naïve optimism that their particular way was the future. The internal-combustion-powered motor car, whatever its form, was the future, though, and 125 years ago a nation of doubters was starting to be convinced.

Thanks to *Stephen Laing, British Motor Museum (britishmotormuseum.co.uk); Jonathan Gill, London to Brighton Veteran Car Run (veterancarrun.com)*

Open

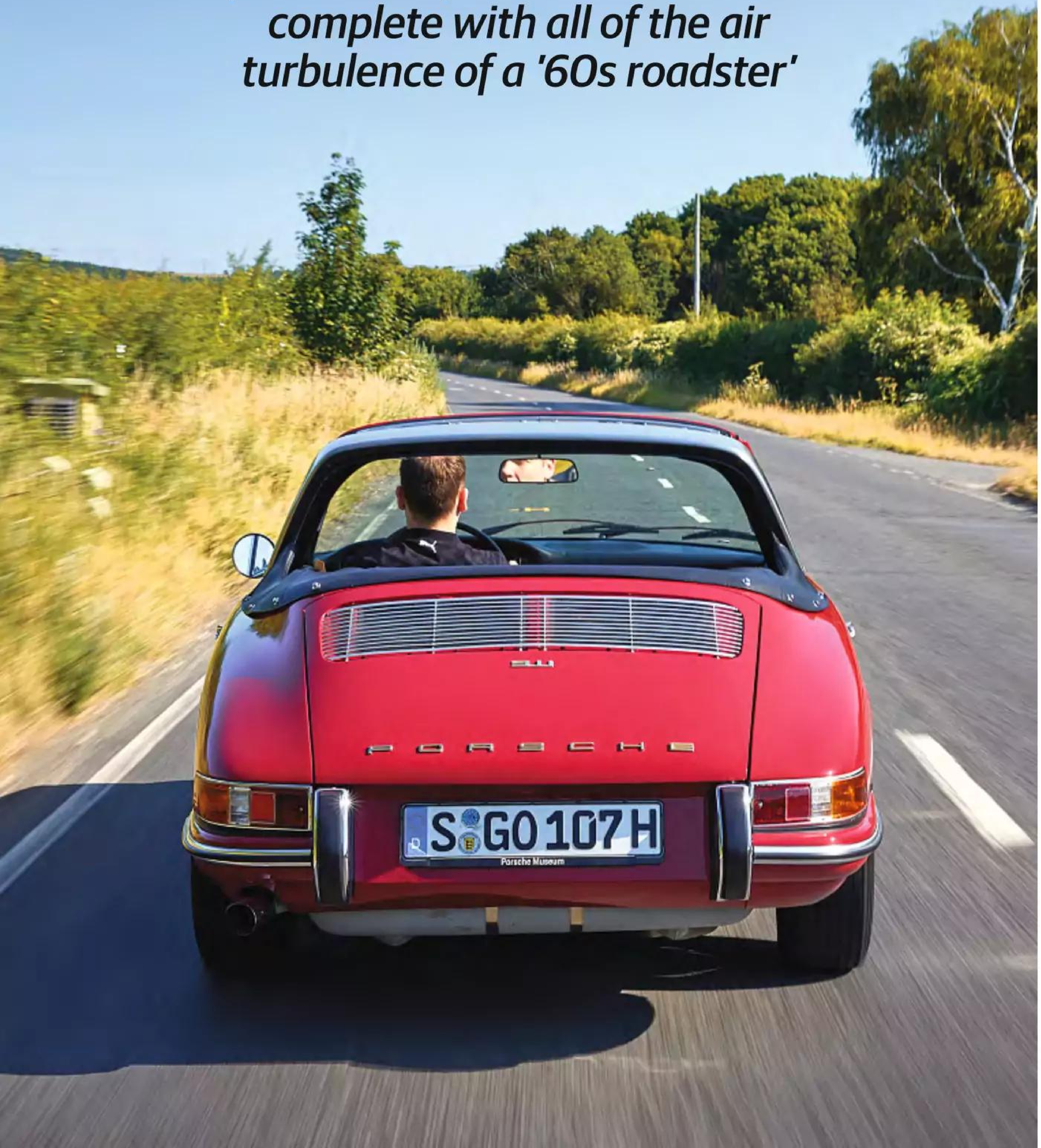
Porsche's early quest for a drop-top 911 spawned the innovative targa, and the solution has endured – and evolved – ever since

WORDS **CHARLIE CALDERWOOD**
PHOTOGRAPHY **JOHN WYCHERLEY**

goal

From top: scuttle shake is noticeable in early car; 2-litre flat-six; cabin has ergonomic flaws

> *'The experience is indistinguishable from that of a true convertible, complete with all of the air turbulence of a '60s roadster'*



The persistent (and ultimately unfounded) rumours that cabriolets would be banned in the USA in the aftermath of Ralph Nader's landmark 1965 book *Unsafe at Any Speed* crops up in the story of virtually every European sports coupé and cabriolet designed in the late 1960s and early '70s, to the extent that it has become a cliché. It's true of some cars, the Triumph Stag and TR7 for instance, but while it's often cited as a factor in the story of the 911 targa, the origins of Porsche's segment-bending roof option are far more complex – and the Stuttgart outfit has reinvented it three times over.

You only need to look at the timing to see that the American safety story doesn't fully explain things, because Porsche's first targa styling prototype was built in June 1964. That's more than a year before Nader's book was released in November 1965, and nine months before the first Senate subcommittee began investigating the safety of automotive designs.

Ferry Porsche was pushing for an open version of the 911 from the start, having always had a personal preference for cabriolets, and Karmann built a full convertible prototype in 1964. That model struggled with the question of where to stow the roof in a rear-engined car. Ferry wanted to avoid the pram-style hood resting on the rear deck, *à la* Beetle Cabriolet, so it featured a new compartment at the rear. The solution resulted in a remarkably sleek silhouette, but it robbed significant space from the engine bay. That led Porsche to Ferry's other idea: a hoop across the middle of the cabin in the B-pillar position, to hold two separate panels. Still clinging to his dream of a streamlined roofless model, Ferry suggested this roll-over bar could be collapsible at first.

Rigidity issues, ever the enemy of convertible conversions, were present on the Karmann prototype, however. The problem came into particular focus once feedback arrived on the new 911, reporting the wayward handling of the rear axle on early, short-wheelbase cars. Any improvements Porsche was to make to the handling needed a rigid bodyshell to work.

Butzi Porsche, Ferry's son, led the team that took Ferry's idea and created a styling prototype that resembled the 1967 targa with us here today. By January 1965 a driving prototype was ready. With the help of both the car's signature fixed, brushed stainless-steel roll hoop and underbody reinforcements, especially around the A-pillar, it was at least as stiff as the skateboard-chassis 356 roadster. Ferry was still entertaining the possibility of a true roadster at the same time, and he commissioned another prototype from Karmann, this time with a 356 Speedster-style roof featuring removable bows.

In September 1965 at the Frankfurt motor show, Porsche unveiled the targa as its solution to an open-top 911 – although production wouldn't begin at any scale until 1967. The

Clockwise: wheels and pedals are offset; engine has grown to 3 litres; solid rear 'screen stopped leaks; G-series is more rigid

name came from the Targa Florio, a race Porsche had won four times by 1964, but it had a prescient double meaning, also being the Italian word for a small shield.

Ferry's beloved true cabriolet continued to flounder in the meantime, as body engineers informed him that it would require expensive tooling alterations to produce. At every turn, be it due to legislative risk, rigidity, tooling costs or the practicality of the roof mechanism, the clear choice was the targa.

As it made its debut in 1967, however, and as this fantastic example from the Porsche Museum of a rare first-production-year car demonstrates, the targa offered virtually all the appeal of a convertible. Known retrospectively as a 'soft-window', the rear section of this early targa's roof zips in and out of place to be stowed under a fabric cover above the parcel shelf. With that and the centre roof section lifted out and stowed in the (front) boot, the experience is near-indistinguishable from that of a true convertible, at least when looking forwards, complete with all the air turbulence of a 1960s roadster. The only similar design in mass production at the time was the Triumph TR4's 'Surrey Top', a two-piece hardtop with no permanent roll-over bar.

Predictably, the 2.0 is one of the sweetest here to drive, feeling crisp, lively and analogue, without crossing into the unrefined. It has the ergonomic idiosyncrasies of all early 911s – the floor-hinged pedals, large, spindly steering wheel and long-throw wand of a gearlever – but nonetheless it wills the driver to push ever faster with its excellent forward vision, communicative steering and the raw bark of its rev-happy flat-six. But while it's the closest to a true convertible in the feeling of openness, it also has the most noticeable scuttle shake: the pillars of the windscreen shudder visibly as the car negotiates poor road surfaces.

After just a couple of years, however, a more prosaic drawback of the targa design was making itself apparent. Because the rear window section had no bows or structure, and was held in tension only by the zipper, it was particularly sensitive to changes in climate. Below temperatures of 15°C, it shrank so much that it was all but impossible to reattach, and as things got colder still the seams became so stretched they would let water in – in exactly the sort of conditions that owners would be most sensitive to any leaks. Like all flexible clear-plastic sections, the soft rear window also tended to split and discolour.

All that was of little concern for Californian owners and those in generally warmer climates, so initially Porsche continued to offer the soft-window alongside a new fixed rear

Clockwise: 964 was the last targa with a manual roof; better aero cuts wind noise; improved gearshift; engine now 3.6 litres

glass that was available from 1969, but by 1972 the hooded option had disappeared entirely. It's with this rigid rear window that the term targa has come to be associated – even well beyond Porsche models.

By the time of 'our' G-series 1976 Carrera 3.0 targa, the open car had crept up from an initial 15% of 911 production to a massive 43%. The new solid rear 'screen solved the weather-sealing issues of the soft plastic, and at the same time the roof section above the passenger compartment was lightened. It immediately feels like a more rigid car to drive, with scuttle shake only present over the roughest of bumps. The car does lose a sense of exposure, however: engine noise no longer flows into the cabin quite so readily, and wind buffeting is less pronounced (although that is either a vice or a virtue depending on your persuasion).

Somehow, Porsche managed to make a few backward steps in the ergonomic development of the 911 around this point: the steering wheel and pedals both feel more offset, while the gearshift of the 915 transmission, even though it's just a beefed-up version of the original 901 gearbox, feels even more of the 'porridge-stirrer' stereotype. The brilliant steering and forward vision remain, though, and while the engine has lost some of its zingy responsiveness in emissions-forced increases in capacity, it's a much torquier unit, too, with progress up hills being considerably more relaxed.

Ferry never quite gave up on his desire for a sleeker-looking 911 convertible. Further fully open prototypes were produced during the 1970s and, once the threat from Capitol Hill

targa
S·GO 1077
Porsche Museum

Clockwise: 993 is the only air-cooled targa with 'greenhouse' top; flat-six now gives 285bhp; wind deflector blocks the view; GT-like feel on the road

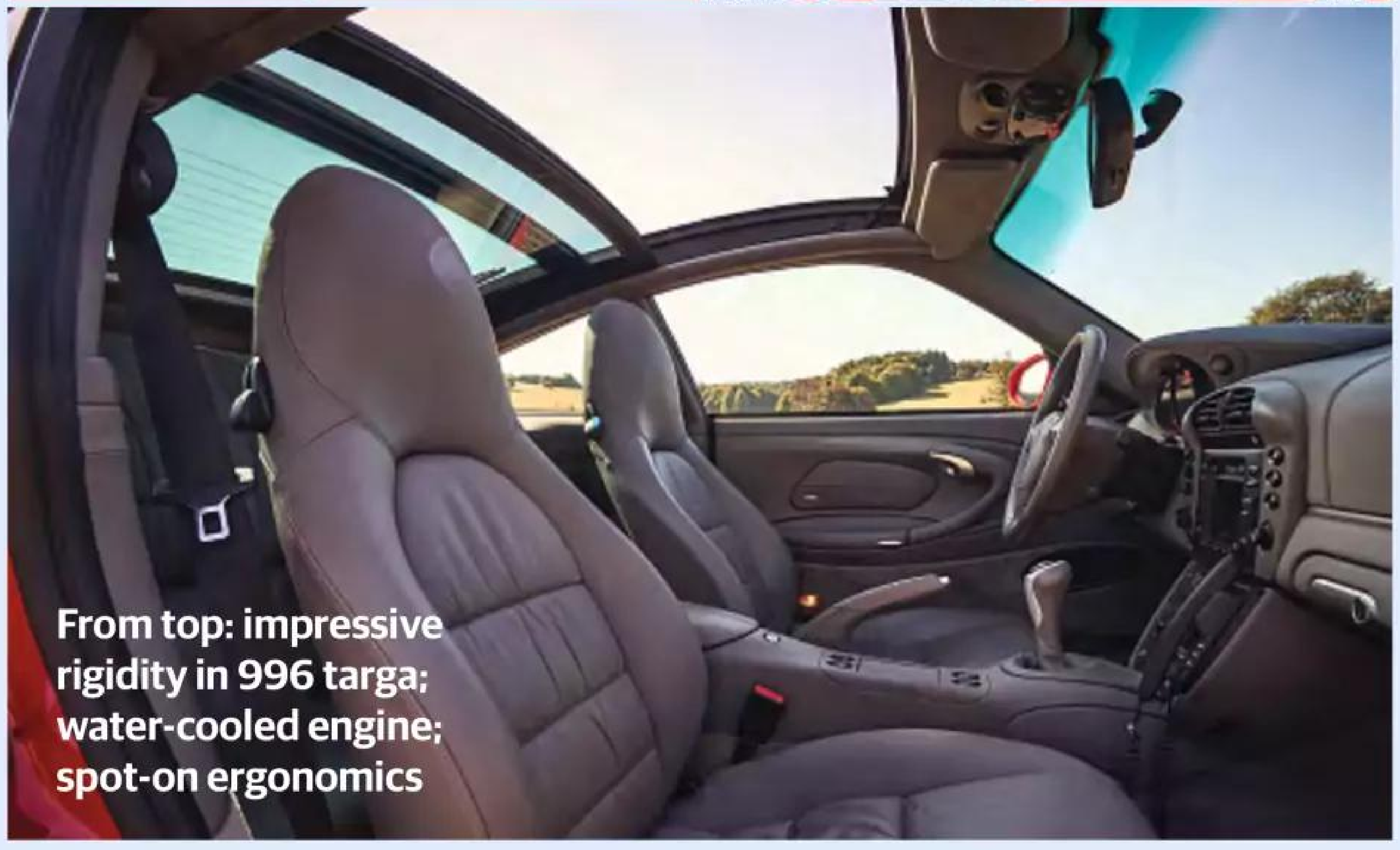
had passed, a true 911 Cabriolet arrived in 1982. The targa continued nonetheless, having established a niche for itself as both the safest and the most refined of ragtops. When a heated rear window was added to the spec in the mid-'80s, the targa had answered most of the compromises of a traditional convertible.

The 964-generation 911 of 1989 continued with the model where the G-series left off, its roof arrangement virtually identical. While the targa top operates no differently from its predecessors, however, the first major redevelopment of the 911 since its inception offers a leap forward in modernity. Better aerodynamics notably reduce wind noise when the roof is closed, but the biggest change is the gearbox, the G50 introduced on late Carrera 3.2s, which moved the 911 from the bottom set of transmission players to the top. Gone are the absurdly long throw and spindly lever, replaced by a crisp, satisfying and rapid action. That puts the 964 in a unique position today as the most modern 911 to use a classic targa arrangement with a manually removable top, because the model was taken off the books in 1993.

For the first couple of years of 1994's much-altered 993, it was available only as a coupé and Cabriolet – the threat of American legislation had long passed, so Porsche could have set the anachronistic model to one side if all it wanted was a Congress-proof open 911. Instead, in 1996, there was a reinvention of the targa. The fundamentals remained the same: fixed rear windows and rear 'screen, with a removable roof between the A- and B-pillar. But, feeling the need to keep pace with the near-universal provision of powered tops at the 911's price point, the middle section was now glass. Push the roof-opening button and the targa makes use of the 911's traditional lofty headroom to drop the panel slightly into the car, before it slides back to fit underneath the rear window.

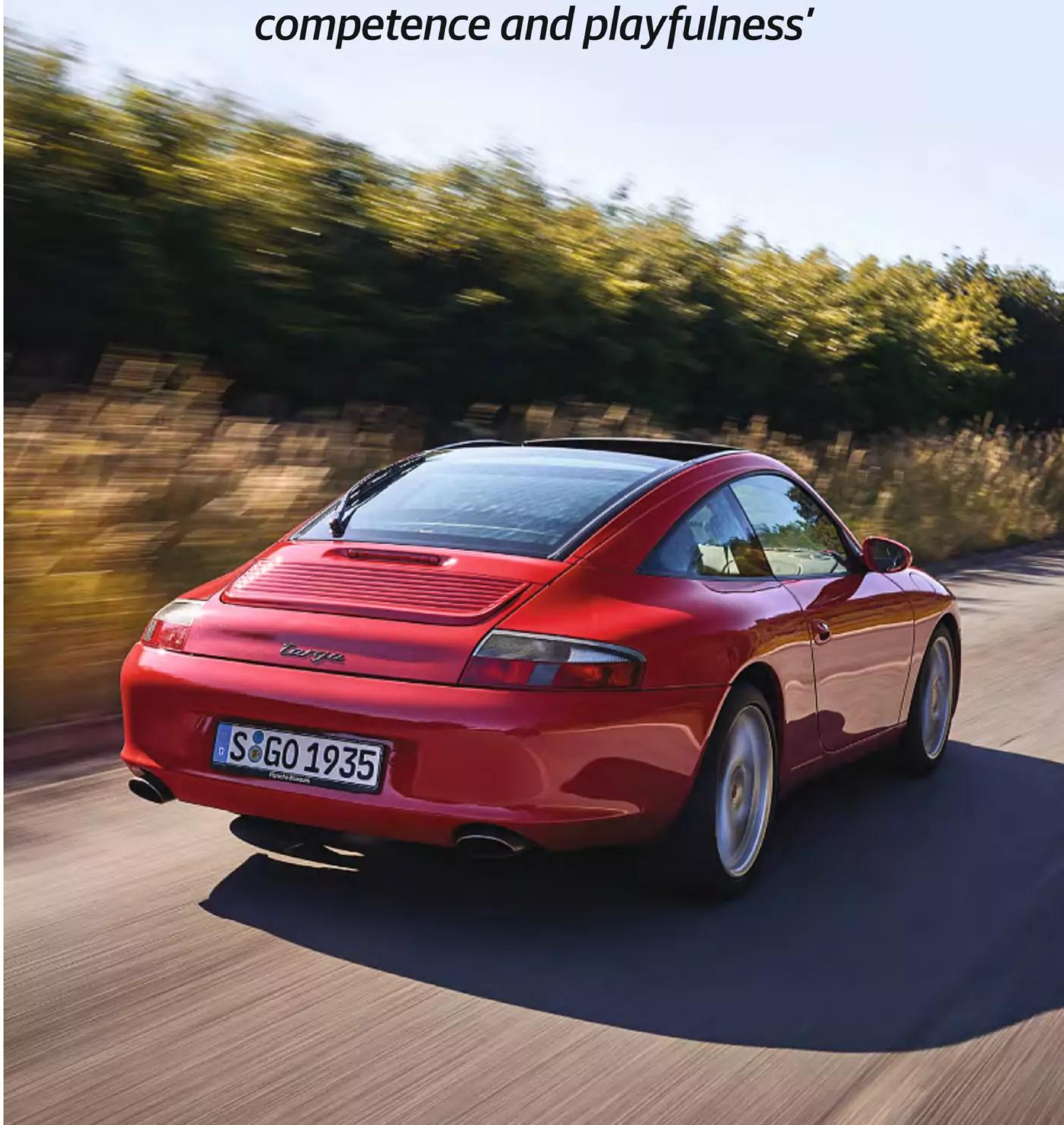
Coupled with Porsche's Tiptronic gearbox, as here, this 993 targa is as close as a 911 gets to a traditional GT car. With the roof fully back – really, it's more like a large sunroof – beams remain above the frameless doors on either side, while a deep wind deflector on the header rail of the windscreen means that when the driver looks up, they largely see plastic rather than sky. It's a more refined experience, for sure, moving close to the coupé end of the scale. It would have felt high-tech in 1996, although the new 'greenhouse' set-up has its own drawbacks: there's still some detectable shake and rattle from the upper body, while rear vision is tricky with the roof back because you have to look through two panes of glass that aren't quite parallel with each other.

Porsche designed the 993 targa's top to attach to the same shell as the Cabriolet, in order to save tooling costs and make sure it would carry through to future generations beyond the 993. When the new, water-cooled 996 series arrived in 1998, however, a significant redesign was required under the skin, and the targa again disappeared for another four years until 2002. Owners of 993 targas found that the roof could jam when operated on an uneven surface. It gained a problematic reputation, so the updated car received both a revised roof mechanism and underbody strengthening. The rear window also became a useful lifting glass hatch to better access the luggage area.



From top: impressive rigidity in 996 targa; water-cooled engine; spot-on ergonomics

'It's in the 996 that scuttle shake has finally been cured: it strikes a brilliant balance of competence and playfulness'



Excellent vision and raw, engaging flat-six more than make up for the 2.0 targa's limitations

GOING BACK TO ITS ROOTS

While the 997-generation 911 carried on with a 996-style roof, the targa once again went on a break for a few years with the arrival of the new 991 model in 2011. When it rejoined the order books in 2014, Porsche unveiled a new targa that attempted to combine the convenience of the 'greenhouse' system with the better looks and more open experience of the older targas.

Freed from the restriction of sharing its bodyshell with the Cabriolet, the glass dome of a rear window returned, as did the iconic brushed stainless-steel roll hoop, but now the cloth centre section was power-operated. It stowed in a compartment above the engine beneath a rear-hinged panel that incorporated the rear window. The same roof style has continued in the 992 (above).

Out on the road in the 996, the last vestiges of scuttle shake appear finally to have been cured: the new bodyshell feels fantastically rigid, and all the improvements that came with the 996 result in a car that strikes a brilliant balance between competence and playfulness. Every ergonomic interaction is spot-on, and while the engine note is not quite as evocative as earlier models', the 996 has a similar spirit that encourages the driver to explore what it can do, unafraid of approaching its limits.

Prices have been creeping up in recent years, but traditionally, values of targas compared to both coupé and Cabriolet 911s made it clear that, to classic buyers at least, the targa is more select in its appeal. Having pioneered a halfway house between convertible and coupé means it can never be the best at either one of those things; enthusiasts purchasing a second or third car can afford to be more polarised in their tastes than those who bought them new, presumably as their only set of wheels.

Many great cars followed the example set by the targa: Porsche's own 914, the Dino 246GTS, Fiat X1/9, Toyota Supra, Dodge Viper, Honda NSX and, following the further innovation of the T-top in the C3 Chevrolet Corvette, countless more. Although born of practical necessity – both legislative pressure and the challenge of achieving structural rigidity in the era of the monocoque – the motoring world is richer for the 911 targa. Only the Mercedes-Benz SLK series rivals it for sheer innovation in the world of roof removal. As is Porsche's *modus operandi*, the Stuttgart company found a good solution, and has evolved and perfected it, at varying pace, for decades since.

***Thanks to** Porsche GB (porsche.com/uk)*

PORSCHE 911 2.0 TARGA

Sold/number built 1967-'69/4655
Construction steel monocoque
Engine all-alloy, sohc-per-bank 1991cc flat-six, twin triple-choke Weber IDL carbs
Max power 130bhp @ 6100rpm
Max torque 128lb ft @ 4200rpm
Transmission four-speed manual, optional five-speed manual or four-speed semi-automatic from 1968, RWD
Suspension independent, at **front** by struts, longitudinal torsion bars **rear** semi-trailing arms, transverse torsion bars; telescopic dampers f/r
Steering rack and pinion
Brakes discs, with servo
Length 13ft 8in (4163mm)
Width 5ft 3in (1610mm)
Height 4ft 4in (1320mm)
Wheelbase 7ft 3in (2211mm)
Weight 2380lb (1080kg)
0-60mph 9.1 secs
Top speed 130mph **Mpg** 29
Price new DM22,380 (1967)
Price now £60-240,000

911 3.

(where
Sold/nu
Engine
mechan
Max po
Max to
Transm
or three
Suspen
Brakes
Length
Width 5
Wheelb
Weight
0-60m
Top spe
Price n
Price n

0 CARRERA TARGA

different from 2.0 targa)
umber built 1975-'77/1105
2994cc, Bosch K-Jetronic
ical fuel injection
wer 147bhp @ 6000rpm
rque 188lb ft @ 4200rpm
ission five-speed manual
-speed semi-automatic
sion anti-roll bar f/r
ventilated discs
14ft 1in (4291mm)
ft 5in (1652mm)
ase 7ft 5in (2272mm)
2469lb (1120kg)
ph 6.5 secs
eed 143mph **Mpg** 22
ew DM46,950 (1975)
ow £30-80,000

911 (964) CARRERA 2 TARGA

(where different from Carrera 3.0)
Sold/number built 1989-'93/3534
Engine 3600cc, Bosch sequential electronic fuel injection
Max power 250bhp @ 6100rpm
Max torque 229lb ft @ 4800rpm
Transmission five-speed manual or four-speed automatic
Suspension: front MacPherson struts
rear coil-over dampers
Steering power-assisted rack and pinion
Length 13ft 1in (4250mm)
Height 4ft 4in (1310mm)
Weight 3042lb (1380kg)
0-60mph 5.7 secs
Top speed 161mph **Mpg** 25
Price new £50,579 (1992)
Price now £30-100,000

911 (993) TARGA

(where different from 964)
Sold/number built 1996-'98/4583
Max power 285bhp @ 6100rpm
Max torque 251lb ft @ 5250rpm
Suspension: rear multi-link, coil springs, telescopic dampers
Width 5ft 8in (1735mm)
Height 4ft 3in (1300mm)
Weight 3141lb (1425kg)
0-60mph 5.4 secs
Top speed 167mph
Price new £65,950 (1998)
Price now £40-120,000

911 (996) TARGA

(where different from 993)
Sold/number built 2001-'05/5152
Engine dohc, 3596cc, four valves per cylinder
Max power 320bhp @ 6800rpm
Max torque 273lb ft @ 4250rpm
Transmission six-speed manual or five-speed automatic
Length 14ft 6in (4430mm)
Width 5ft 10in (1770mm)
Height 4ft 4in (1305mm)
Wheelbase 7ft 6in (2350mm)
Weight 3240lb (1470kg)
0-60mph 5.2 secs
Top speed 177mph
Price new £61,000 (2002)
Price now £10-40,000

S GO 964G
S GO 1077
S GO 1935

Empire of the Sunbeam

An unlikely producer of rally machines that made their mark on the gruelling European circuit, Sunbeam-Talbot retains a small but highly loyal following today

WORDS **MARTIN BUCKLEY** PHOTOGRAPHY **JACK HARRISON**

How quickly empires can fall and dynasties wither. Within living memory the Rootes Group, once one of the key players in the UK's booming motor industry, was producing a range of sports saloons that were well made, affordable and stylish (in a slightly dated, long-bonneted way), while enjoying a reputation for success in international rallying. All of this from the most unpromising raw materials: the post-war Sunbeam-Talbot range was the pre-war marketing contrivance of a company with no interest in cultivating a performance image or competition record.

Held over for the duration, its pretty 1939 Ten and 2 Litre were more show than go, with sidevalve engines and beam front axles. The 80 and 90 models of 1948-'50 had more modern styling, with bulbously streamlined front wings, faired-in lights, overhead valves and hydraulic brakes, but the new 'Synchromatic' column gearchange appeared out of step with its driver's-car image. You could have a raffish

LUCAS
LUCAS
RHP 700
505
RALLYE ALPES

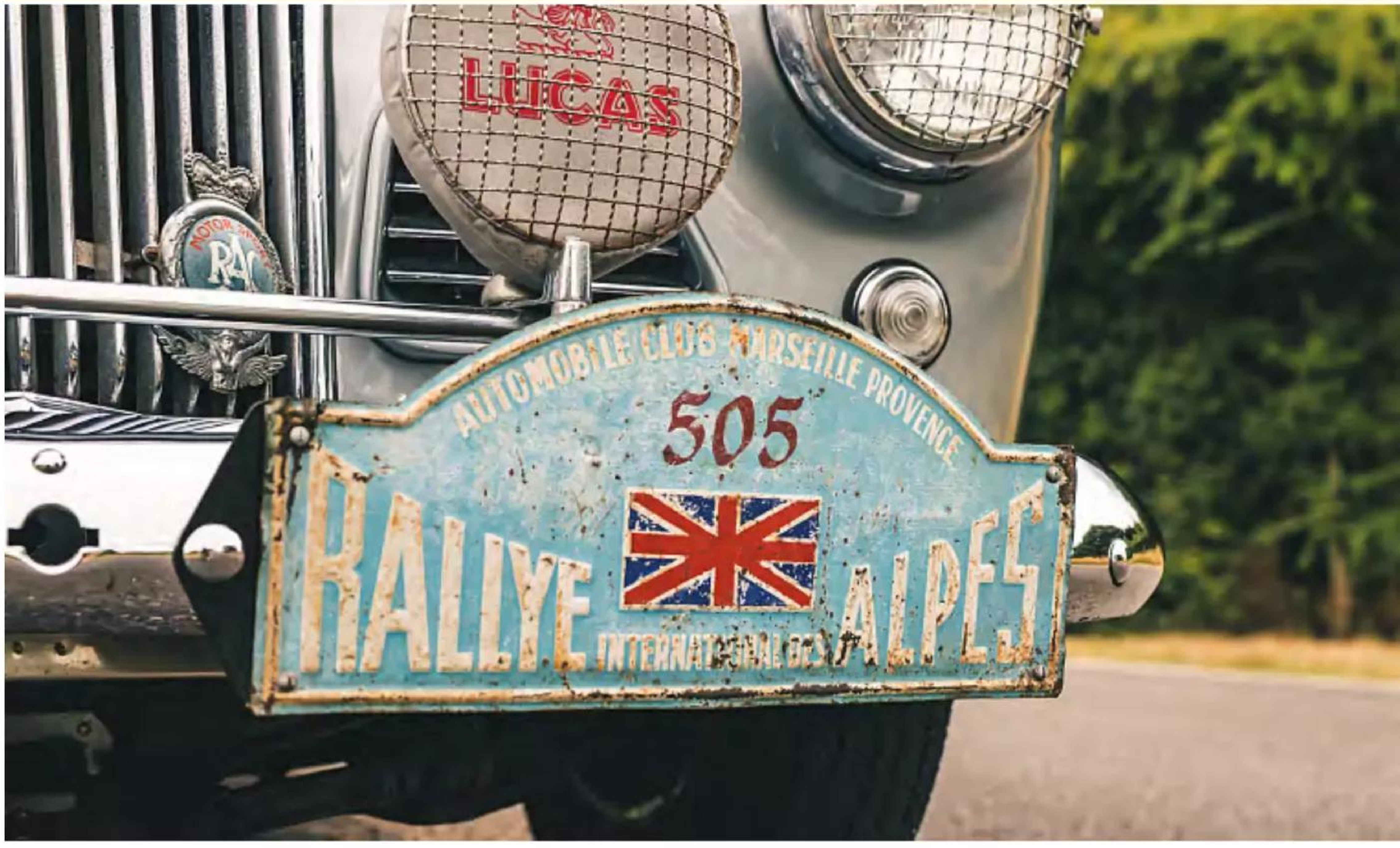
sports saloon with rear-hinged back doors or a handsome Drophead Coupé, still on a separate chassis with leaf springs all round.

By the time the 90 MkII arrived in 1951, with its supplementary air intakes and higher-set lights, people were beginning to take the car seriously as a competition tool, with Rootes' publicity department milking the results: a class win on the French Alpine Rally in 1948, plus the Team Prize and second overall in the Rallye Monte-Carlo in 1949 and 1950 were certainly worth shouting about.

And all of this before big-name drivers such as Stirling Moss, Sheila van Damm, Leslie Johnson, Peter Harper, John Fitch and other 'guest' pilots were rolled out to begin cementing the marque's reputation as a force to be reckoned with. Against exotic foreign competition, these plucky Brits showed that resilience and reliability could win the day even in the most adverse weather, when supported by the great works team planning of Norman Garrad and top driving talent.

The time was ripe to promote a car such as the Sunbeam. With the Continent opening up as a holiday destination, so the commercial effects began to be felt on Rootes showroom floors. Buyers linked the romance of these competition adventures with an evidently reliable British product that any tweed-jacketed '50s motorists could take confidently on a driving holiday through Switzerland or across France, and stand a chance of getting themselves there and back under their own steam. Later, much was made of the fuel-, rev- and wear-reducing benefits of overdrive on the Sunbeams for use on the high-speed Continental *autobahnen* and *autostrade*.

The Alpine isn't super-fast, but builds speed easily. Below: original rally plates below foglights deemed worth the weight penalty


LUCAS
AUTOMOBILE CLUB MARSEILLE PROVENCE
505
RALLYE INTERNATIONAL DES ALPES

The product itself was directly improved by the experiences harvested on those gruelling endurance rallies. The 90 MkII had a Humber-derived 2267cc engine, a beefier chassis and independent front suspension. It would top 80mph as standard (still as a sports saloon with sunroof, or a Drophead), and went even better as the 1952-'54 MkIIA with improved steering and brakes (rear spats were out, vented wheels in), and latterly a higher-compression 77bhp engine. Rootes simplified the marketing message by dropping the Talbot name on the 1955-'57 Sunbeam MkIII, complete with bonnet portholes and optional overdrive. Although beginning to look rather tall and narrow, even by high-scuttled mid-'50s standards, these are widely considered the best of breed. Here was a £1200 four-seater with good brakes, 93mph potential and amenities directly influenced by rallying experience – adjustable front-seat backrests, effective heating and ventilation – that were rare to find at any price 70 years ago.

Rootes supplemented the saloon with the Sunbeam Alpine, inspired by a Special built in 1951/'52 by Bournemouth dealer and works team driver George Hartwell. A two-seater with Plexiglas sidescreens (and luggage room in its elegant tail for two sets of American golf clubs), the 1953-'55 Alpine was based on a beefed-up MkIIA chassis and powered by an 80bhp version of the saloon engine. Left-hand-drive only at first, British deliveries began in 1954, the year overdrive was standardised.

A straight-through exhaust and quicker steering box were the only concessions to a sporting character, but it was no sports car really: at 3000lb, the Alpine was barely quicker than the saloon, but the image-boosting properties of its shape were undeniable. Total sales of 1582 units were deemed acceptable, given that production of the sports saloon on which it was based was about to dry up. Of those, 961 went to North America, with 445 cars for the home market and the remainder as 'rest of the world' sales.

Alpine bodies were semi-handbuilt alongside the Drophead Coupés at Thrupp & Maberly, so sales were never going to be huge; around 200 are left today. As well as being immortalised by its appearance in Alfred Hitchcock's *To Catch a Thief* (with Grace Kelly driving, in an inspired piece of Rootes product placement), the Alpine now formed the bulk of the Rootes works rally team, with cars registered MKV 21 to MKV 26. Sheila van Damm earned the Coupe des Dames first time out in the Alpine of 1953 in MKV 25; in the '54 event, driving MKV 21, Stirling Moss took his third consecutive Coupe des Alpes (for no loss of marks), winning him the Gold Cup.

Warming to this highly marketable theme of success, the budget was found for a further six works cars, registered RHP 700 to RHP 705, for the 1955 Alpine Rally. But when the French authorities cancelled the event following that year's Le Mans disaster, the cars were deemed surplus to Rootes' publicity requirements, mainly because they were about to be replaced by the first of the monocoque Rapiers.

"They carried as many spares as reasonably possible – you weren't allowed to accept outside help"

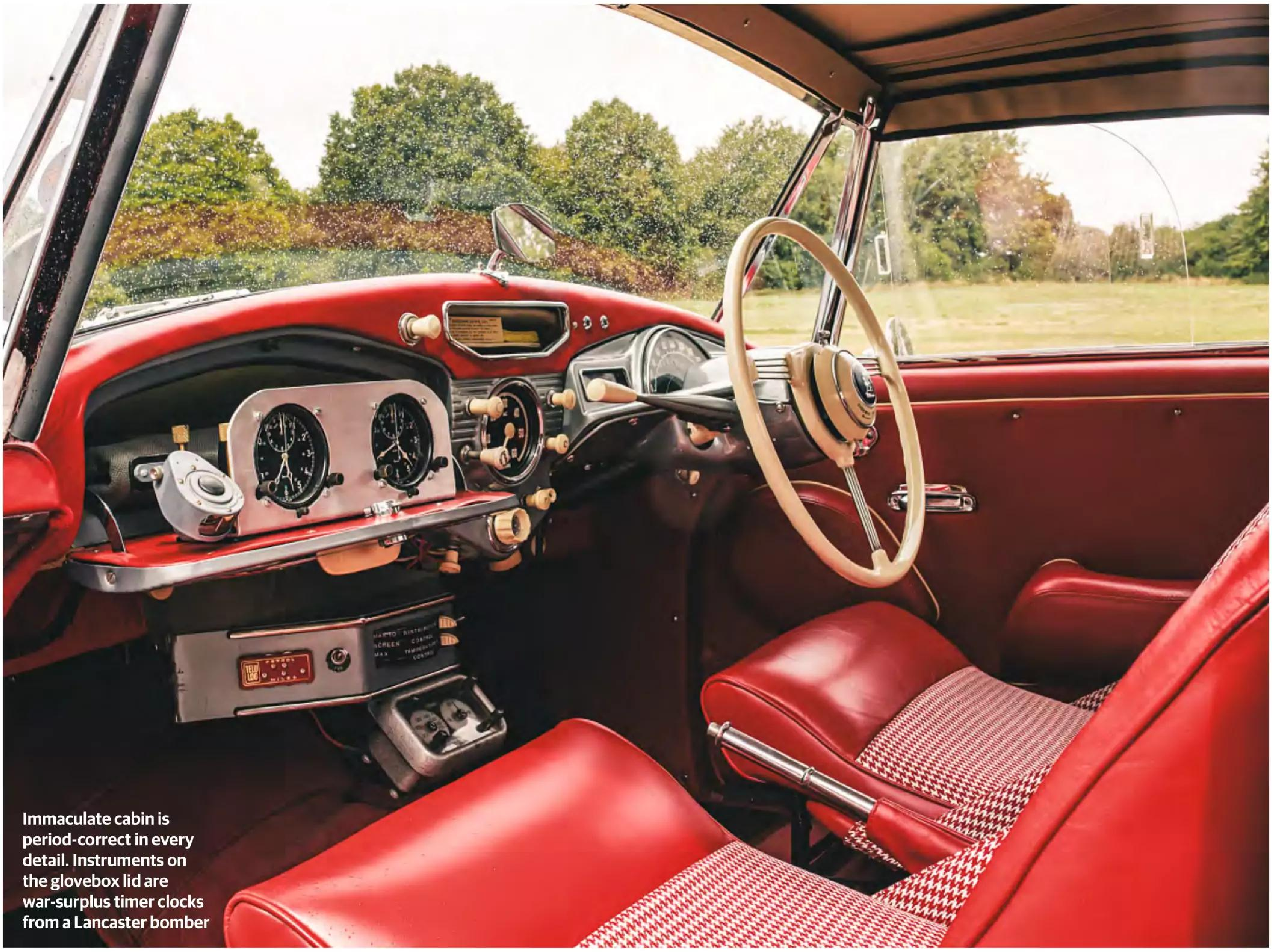
With the Alpine soon to become obsolete, the 'RHP' team cars were sold into the trade. "Mine went to a dealer in Glasgow," says the current owner of RHP 700, Isle of Wight-based enthusiast Jonathan Braim, whom we caught up with during STAR25, the Sunbeam Talbot Alpine Register's National Rally in July. "He campaigned it for two or three years before selling it privately." Later, the Silvermist Alpine (the same colour as the Grace Kelly big-screen car) went to auction and at some point was sold to a journalist who drove it around London during the 1980s. After that it ended up with an arms dealer who, according to Jonathan, "sold rockets to the wrong people", and from him it went into a Bonhams sale.

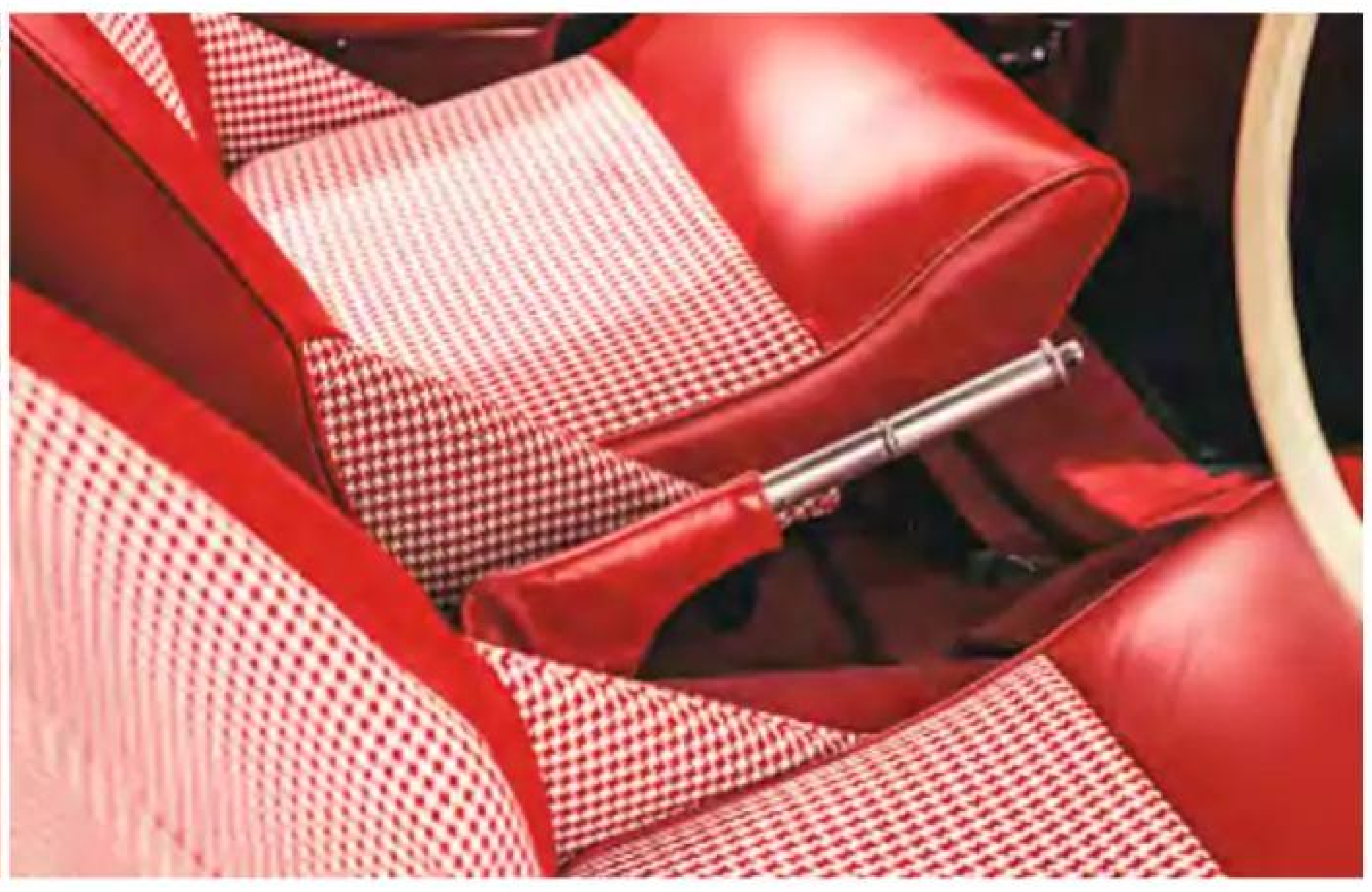
"The cars were just built to finish," says Jonathan, who, encouraged and assisted by his wife, Jinny, has painstakingly returned the car to its works look and specification. "This one only survived, I think, because it missed out on doing the Alpine Rally. We have really gone through the car – I'm on my third gearbox rebuild, hopefully the last!" The Braims do about 2500 miles a year in the car, attending events. "The engine is a cast-iron boat anchor," he continues, "but the gearbox is a weak point."

The works 'box is still fitted, with overdrive on every gear: it worked out well for Moss when he lost two direct gears on MKV 21 and tricked the Alpine Rally organisers into thinking all of the ratios worked by engaging overdrive on the two gears he had left. The works cars had a column shift, which Jonathan's car unusually retains. "They rotated the gearbox through 180°, with a cable operating the gears and an electric Laycock overdrive," he says.

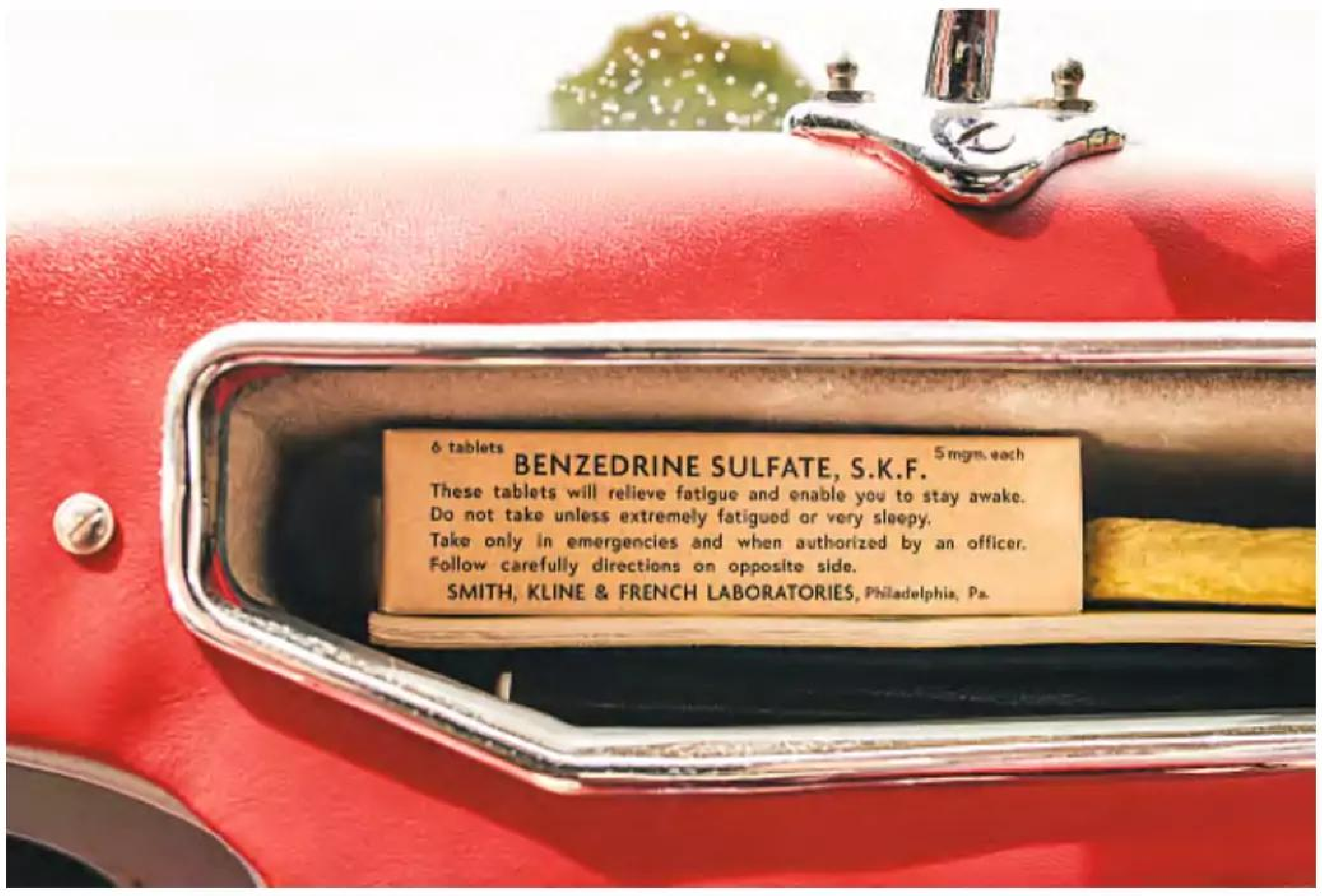
On the front are original number and rally plates, the foglights van Damm considered essential (Garrad wanted to ditch them to save weight) and a rare RAC badge only issued to licensed competition drivers. The works Alpines ran in anger with bonnets on the safety catch for airflow (the cooling slats were of little use) but restrained, as here, by a leather strap.

Under the bonnet sits a tall, non-crossflow four-pot with its oil dipstick painted white. The massive, period-correct positive-earth battery sits high against the bulkhead; the air cleaner atop the big Zenith carb is almost comically tiny. A Smiths heater – also insisted on by van Damm, to clear the 'screen – is in evidence, plus a lot of belt-and-braces duplication, with two coils located in a cool flow of ambient air, twin Zenith fuel filters, and spare bulbs and spark plugs. Jonathan adds: "Jinny found some super-rare Zenith Z1 fuel filters at the NEC


Immaculate cabin is period-correct in every detail. Instruments on the glovebox lid are war-surplus timer clocks from a Lancaster bomber

DISTRIBUTION
SCREEN CONTROL
TEMPERATURE
CONTROL
LIGHT


Clockwise from above: buckets save cabin space – note flask; tripmeter below heater; last-of-its-kind trim; period Michelin guide; *de rigueur* 'Wakey Wakey' pills



6 tablets
BENZEDRINE SULFATE, S.K.F. 5 mgm. each
These tablets will relieve fatigue and enable you to stay awake.
Do not take unless extremely fatigued or very sleepy.
Take only in emergencies and when authorized by an officer.
Follow carefully directions on opposite side.
SMITH, KLINE & FRENCH LABORATORIES, Philadelphia, Pa.

Michelin
1955

autojumble. Rolls-Royce Phantom I owners would sell their grandmothers for them."

In the well-stocked boot there is much else besides, including twin spare wheels and a 20-gallon endurance fuel tank on wooden trestles – an acknowledgment that the stages were getting longer. The original sat under the boot floor; Jonathan had this one recreated in aluminium to original specification, with the correct 'Monza' filler cap. He spent years tracking down the right type of Swedish hydraulic jack carried by the works cars and even found proper period snowchains, still in their box. "They carried as many spares as reasonably possible," he says. "You weren't allowed to accept outside help on the event."

The Humber Hawk-derived engines proved resistant to extensive tuning, beyond balancing and blueprinting. "Twin carbs were tried," says Jonathan, "but they leaned off and went out of balance at high altitudes. They put on a dirty great Zenith and found it worked better, sitting above the exhaust manifold but with a heat shield." Less easy to see is the gusseting around the steering column and chassis protection underneath, needed to get the Alpine to the end of the toughest European rally in one piece.

With the hood raised, the co-driver can operate most of the controls, which include an

PWK 605
1955 251 1955
RALLYE MONTE-CARLO

Chris Derbyshire
1956 SUNBEAM MkIII

"I bought PWK 605, an ex-works rally car, in 1986. I was already a member of the Historic Rally Car Register, and it was looking for period competition cars. Most people knew where the Healeys and the Minis were, but not these. It was found in a barn in Wales in 1985 and acquired by Peter Harper, the original driver. A year later it came up for sale again and I bought it. I wanted a '60s car, but my whole world changed when I bought this. I had never restored a car before, but loads of people helped and we had it on the road in 1994. I still go to the pub with the guy who did all the welding.

"I have done some regularity events and came fourth in the first one we entered – I used to work for Ordnance Survey, which helped! By the end of the season, we were first in class and placed sixth overall against Minis, MG Midgets and all sorts. The car has been back to Monte Carlo twice and did a lot of the original course – I just wanted to go where they had been in period.

"It has been a privilege to own it. The passenger has a giant headrest, and the seat reclines. They had three people in the car for the 1956 Monte: one sleeping, one driving, one navigating. It's got a vacuum gauge rather than a rev counter. I asked Peter Harper what they did to them to make them go better and he said 'nothing' – they just took them off the production line and built them properly."

1955 251 1955
RALLYE MONTE-CARLO
PWK 605
GB

Clockwise from above left: plate reveals works Monte history; passenger's seat reclines, with large headrest; bonnet-mounted deflector

James Rickards
1939 TALBOT 4-LITRE

"My grandfather bought the Talbot in 1944, when it was five years old. It was a Rootes demonstrator, and they were selling them cheap to get them out of London. He sold it in 1952, then my uncle found it again in *Exchange & Mart* in 1970. He got it for £100 and sold it to my father for £110! It's been in the family ever since.

"It was my grandfather's everyday car, and my father and uncle would sit on the roof to watch the cricket. It's basically a Humber Super Snipe underneath, with a Thrupp & Maberly body: it's a complete Rootes invention. It features hard and soft adjustable dampers, and we have spent a lot of time sorting the suspension and steering. There is only 100bhp, so you just plod along at 55mph – it dies a bit on hills, but I enjoy driving it. The car is mostly original, even the paintwork – 'a good 10-footer', as my dad used to say."

Alpine steers positively, despite a large wheel, and communicates its limits well. Below: engine is blueprinted but not extensively tuned

505
RHP 700
LUCAS
LUCAS
RALLYE ALPES
505
5

'You can't rush the column change, but neither is it sloppy, and you can play tunes on the overdrive to keep the acceleration flowing'

advance/retard ignition lever for high altitudes, Les Leston trip-timer clocks (Lancaster bomber war surplus) atop the open glovebox lid and a Halda tripmeter under the huge heater unit. The bonnet is quite imposingly long, while the tapering tail disappears abruptly through the slot-like rear window of the hood. On its booming straight-through exhaust, the Alpine gallops up the road on the torque of a big 'four', whose underlying thump is subdued but unmistakable. The big, white sprung wheel ties in well with the upbeat look of the half-circle speedo and scattered ivory switchgear.

You sit quite close to it, anticipating Hendon Police Training College-style wheel-feeding, although it is more positive than that – high-geared without being overly hefty. It telegraphs the modest limits and benign intentions of both axles quite well. Without using conspicuous amounts of revs or low gears, you build speed rapidly but are not particularly conscious of the acceleration. You can't rush the column change, but neither is it obstructive nor sloppy, and the strong pull in direct and overdrive top means you don't use the clutch all that much. First is unsynchronised, but second suffices for brisk pull-aways and you can play all sorts of tunes on the overdrive to keep the acceleration flowing. The generously sized brakes are strong and balanced.

"We met some lovely people who helped us get the car to where it is now," says Jonathan. "Somebody even found the original type of compass in a garage clearance." Jonathan had the superb bucket seats made by a company in Lancashire to original specification, trimmed in what was the very last roll of railway carriage-type scrubbable cloth, again just as the car would have been when the event was cancelled in 1955. The seats free up room compared with the original, outsized chairs, and they feature satchels on the backrests to keep maps, tickets and paperwork tidy. 1950s flasks – lovingly restored by Jonathan – sit beside each seat, there's a first-aid kit of the day and what looks like early NHS/*Carry On Matron*-style towelling, presumably for mopping fevered 1950s brows. There is even a period clipboard, like you might have seen Garrad brandishing. Perhaps the finishing touch is the packet of Benzedrine pills in a dashboard cubbyhole, the infamous 'Wakey Wakey' tablets that kept drivers alert on long-haul events. In her book *No Excuses*, van Damm talks about having an out-of-body experience after downing too many.

To keep him on his toes, Moss had a picture of his Windmill Theatre chorus-line girlfriend attached to the dash of his Alpine, but RHP 700 was prepared for a less well-known guest driver called Jimmy Ray. "He went on to rally the Reliant Sabre with Raymond Baxter," says Jonathan, "and he won the 1955 RAC Rally in a Standard 10. His prize was a picnic set!" The 1950s was a very different world.

Hugh Crabtree
1957 SUNBEAM MkIII

"I have the original invoice from when my father bought this car in 1959 – he part-exchanged a 1953 Sunbeam-Talbot 90, paying a net £250. They were pricey in their day but held their value. My father took TVO off the road in 1966 and put it into storage because he thought it would appreciate. He based this view on the success Rootes was having at the time in rallies. The Alpine is now doing well price-wise and Drophead Coupés are on the climb, but saloons like mine still languish below £10k.

"My father and I rescued it from storage in 1985, and it was given to me as a wedding present. My storage arrangements were less kind to the car, and it was in a sorry state by the time restoration started in 2008, undertaken by David Sloan in Kent. My wife asked me how we could afford such a project; I said that, as we had put our daughters through university and our son had gone straight to work from school, it was for him! The work was completed in 2014, but tragically we lost our son later that year so I now have to train my daughters in the joys of 1950s motoring and car maintenance. TVO has since completed two 2500-mile tours in Europe, and I am preparing it for the 2026 Rallye Monte-Carlo Historique. If our entry is accepted, that will be quite an adventure."

Brian Coles
1953 SUNBEAM-TALBOT 90 MkIIA

"I used to be a farmer, and I went with a colleague to a neighbouring farm to get some straw out of one of their barns. I went in and thought, 'I'm standing on something tinny here.' The farmer said, 'Yeah, that's my father's old car, it uses too much bloody petrol, so I shoved it in here. You can have it for £50.' That was in about 1970 – it wasn't a classic then, it was just a spare car that we could use.

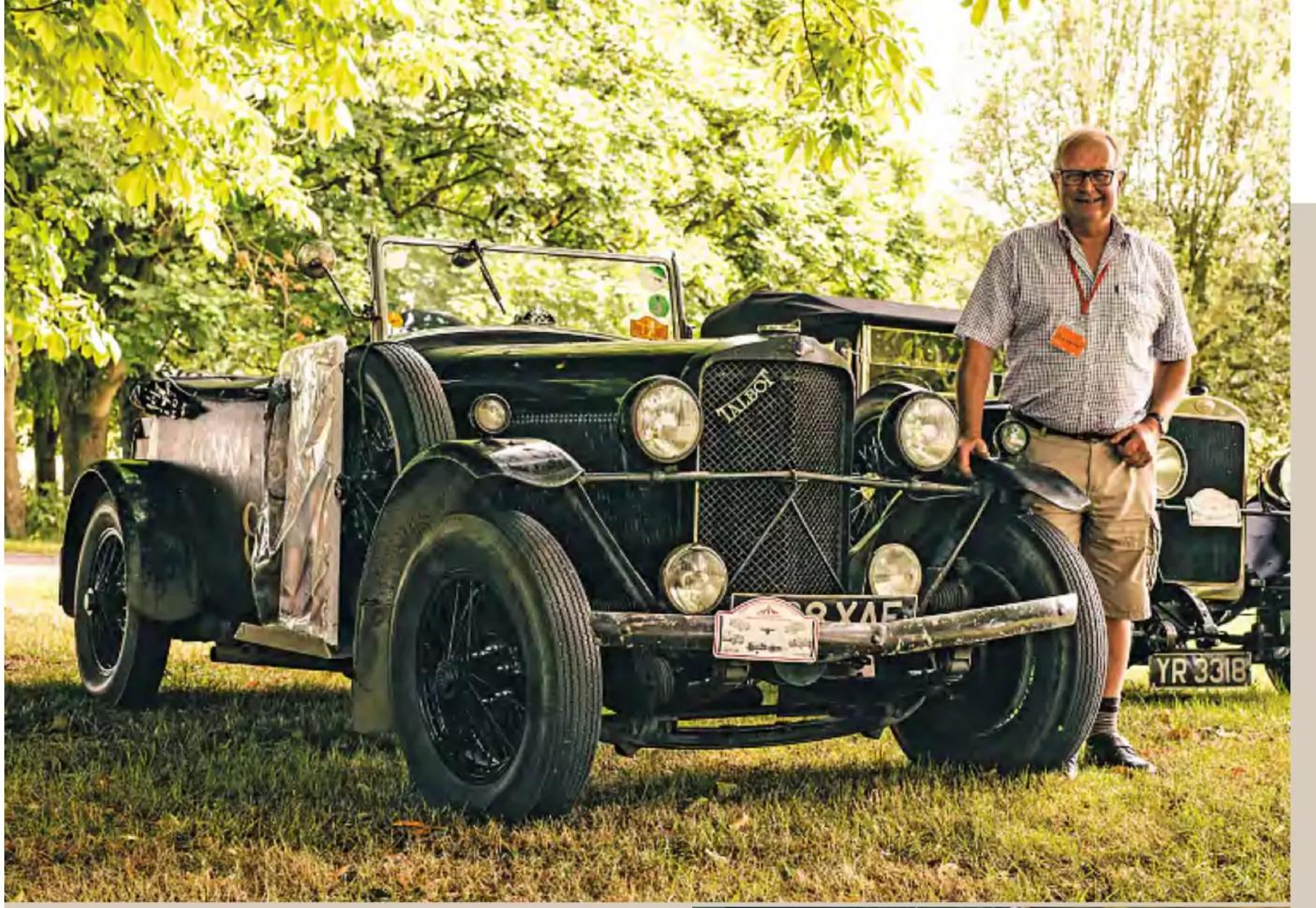
"Following that it was on and off the road for years. Then I got it going properly for the Golden Jubilee in 2019 after it hadn't moved for 10 years. In just six weeks we had it running and drove it from Frome to Warwick with no problems. I've never done the paint, though."

Tony & Pauline Blake
1951 SUNBEAM-TALBOT 90 DROPHEAD COUPÉ

"We bought the Drophead 15 years ago from Derek Mathewson," says Tony. "We also have a saloon as well. We live in south Derbyshire and go all over the place in it – to Scotland, Devon, Wales, even Belgium. It hasn't got overdrive, although I guess I could put one in. I do lorry speeds on the motorway, but we try to avoid them because we like to have the top down if the weather is good. It turns 74 this year, but it really doesn't seem that old, and we go shopping in it regularly. It's quite practical, and it's better to use these cars rather than leave them standing.

"The Drophead had a role in *Father Brown*, which is filmed in the Cotswolds. It was driven by a character called Bunty and was in the show for three years. One of my claims to fame is that I showed Wanda Ventham – Benedict Cumberbatch's mother – how to drive it. She took to it quite well."

STAR25 drew a fine turnout to Norton Park Hotel, Hampshire, on 19-20 July (see sunbeamtalbotalpineregister.co.uk)



EXHAUST FITTED BY
METRO
KENYA
AA
GB

James Wheildon

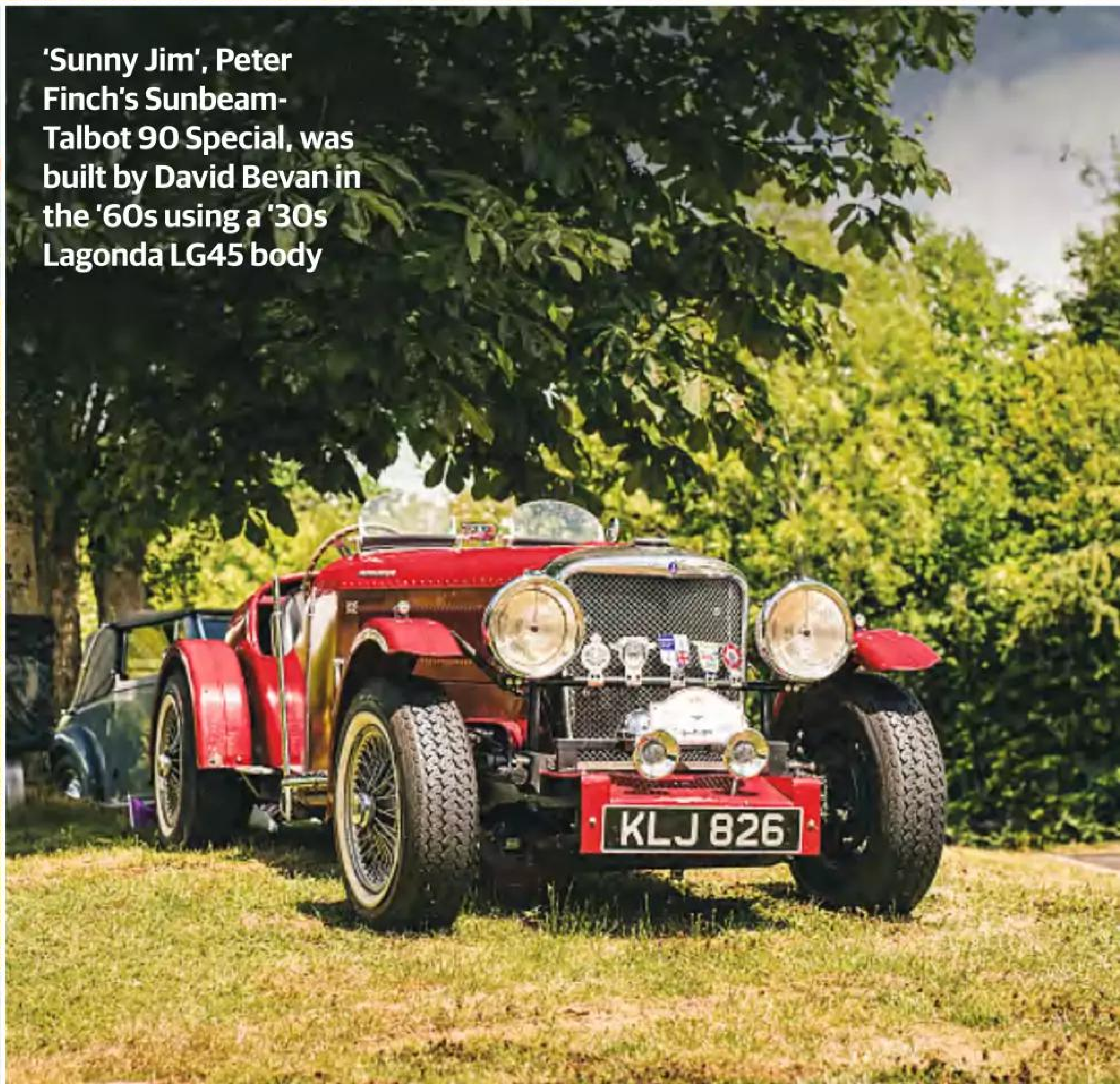
1930 TALBOT 75

"I owned a 1934 Talbot 95 for many years. A good friend had a Talbot 90 Brooklands team-car replica, and we did the Mille Miglia in '84 in that. On the way back we were thinking about what to do next and flippantly decided, 'We'll drive around the world'. In 1986 we saw an advert in *Motor Sport* for a drive to Sydney in 1988 for the Australian bicentennial; it was for pre-1931 cars. We had to prove which way we had made the trip: if we took the final crossing south of the equator, we had to do a tour of the major Australian cities; if we went over north of the equator, we only had to drive from Perth to Sydney. So we decided to take the route across Africa.

"We built the car from a heap of spares. The trip took 84 days, sleeping in tents for 35 of them, and we did 9867 miles. It was cold in the Sahara in January, with ice in our water. We had a route devised for us on the basis that a Series One Land-Rover could do it, but it was hard work with only two-wheel drive and we got stuck in the sand so many times. We soon learned in Zaire that five-year-old children could light a fire much better than we could. We had some wonderful times: in Nigeria we camped in the bush, and when we woke in the morning we found we had pitched the tent next to a sign that said 'Beware – Elephants'.

"I never had a cross word with co-driver Paul or even needed a sticking plaster. Only six cars took part in the end: the others were a Lancia Lambda, two Model A Fords, a Morris Cowley and a Vauxhall 14/40. Since then, I've done the Monte Carlo Challenge and Le Jog.

"It's a 2.3-litre six-cylinder, with 75bhp, and I've done more than 100,000 miles in it now, which is why it's a rough old wreck. I could have rebuilt it into something a bit smarter, but anyone can have a shiny car."



'Sunny Jim', Peter Finch's Sunbeam-Talbot 90 Special, was built by David Bevan in the '60s using a '30s Lagonda LG45 body

LJD 681K
CMS 40S

TRIUMPH
1500
TOLEDO
DOLOMITE SPRINT

SALOON SELECTIVES

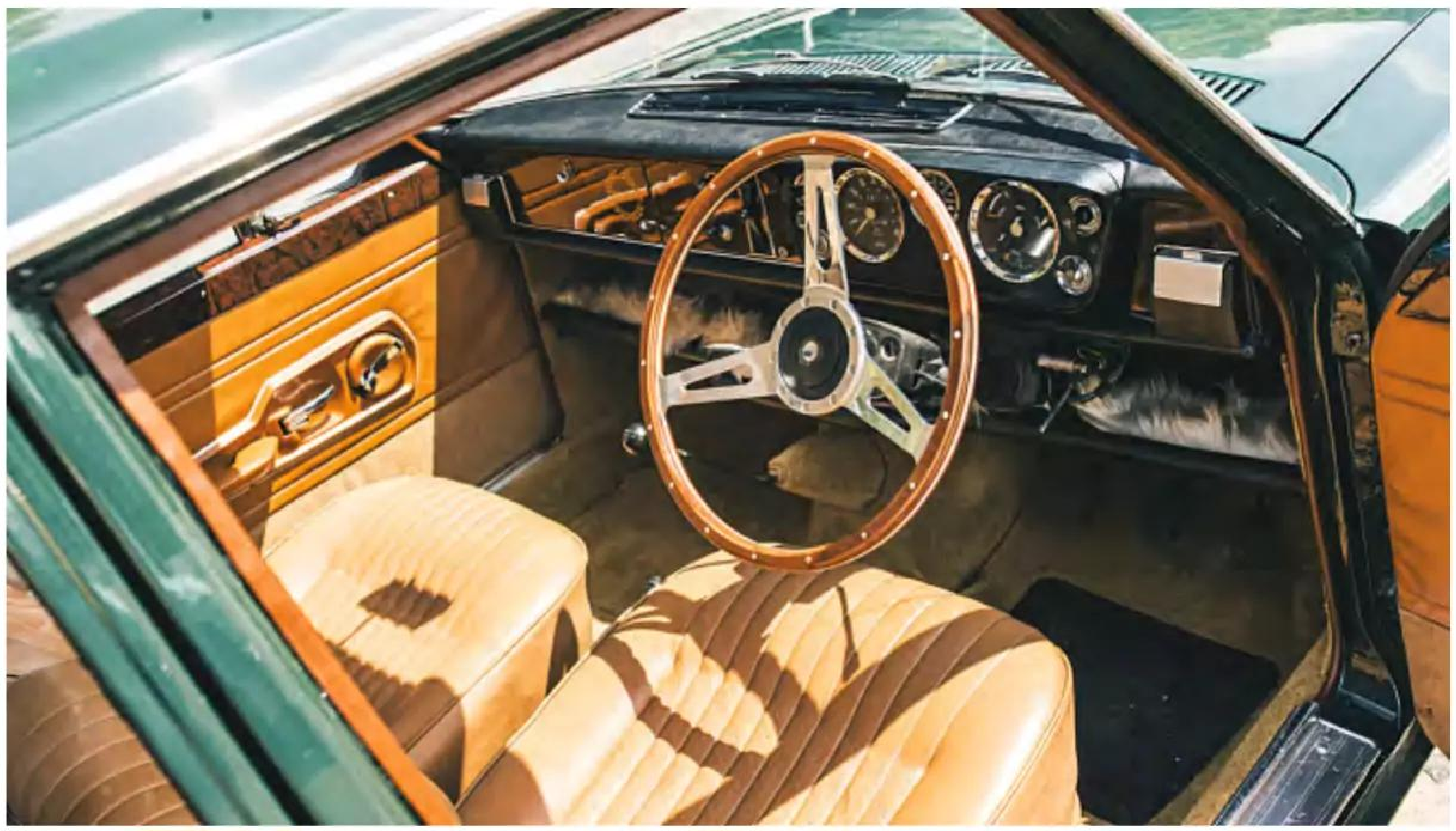
Triumph's foray into medium family cars with aspirations of grandeur was tactful, but the bloodline was sadly cut short

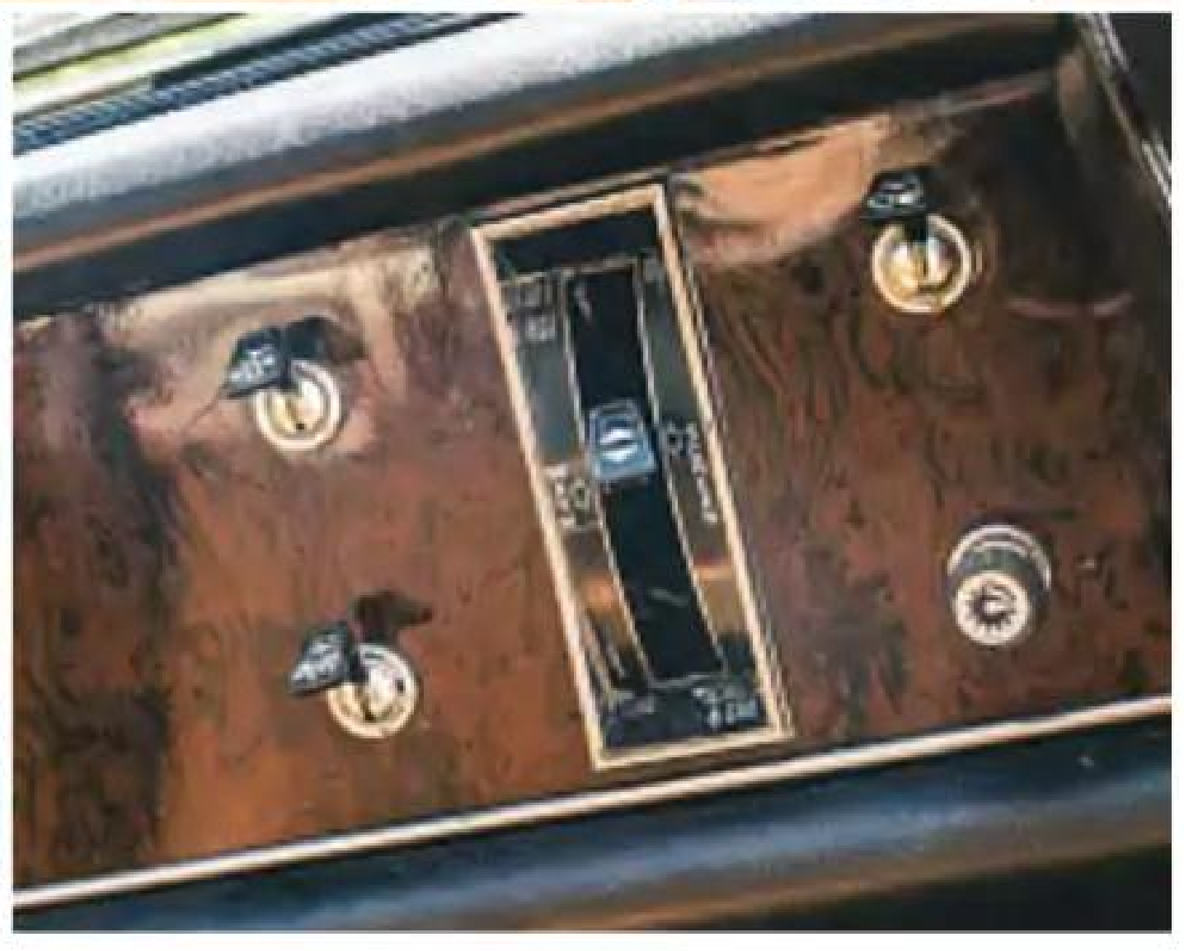
WORDS **ANDREW ROBERTS** PHOTOGRAPHY **JACK HARRISON**

If you told a Triumph dealer in 1965 that less than two decades later the famous name would have been last seen on a British-built Honda, they would probably have regarded you as an eccentric. Some 60 years ago, the marque aspired to be the British equivalent of Alfa Romeo, BMW or Lancia – and it had just launched its first front-wheel-drive car. The Triumph 1300 established a dynasty of models that included myriad engine changes, two body lengths and even front- and rear-wheel drive. In tribute, we have assembled four key members of the range in Coventry, the home of the brand.

In 1962, Standard-Triumph – as the concern was then known – began work on the new Project Ajax as a replacement for the Herald. Just two years later, there was a change of plan as management decided the older model would remain in production. Herald sales were improving, so the Ajax would create its own niche. Triumph's director of engineering, Harry Webster, told *Autocar* in 1966 that it was "for a special market – for the man who can't afford caviar but doesn't want to live by bread alone".

Clockwise: subtle styling by Michelotti; globe logo on 1300's hubcaps; handling is stronger than brakes





Clockwise from top: aftermarket wheel; glossy veneers; perforated seats; telltale dials

The future 1300 would bridge the gap between the Herald and the 2000, and it would be the first front-wheel-drive car to wear a Triumph badge. Webster said he had wanted to use the layout since 1949, adding: "When the 2000 was being considered, FWD drawings were made." Front-wheel drive allowed the 1300 to have "the longest-possible wheelbase within an established overall length".

The 1300's 1296cc 'four' was from the Spitfire, and Webster opted for a north-south layout. Building the powerplant and transmission in a single unit meant that the new model would require a minimum of factory space. Designer Giovanni Michelotti devised the coachwork following Webster's packaging diagram and instructions to establish a visual link with the 2000, so customers would associate the two.

Triumph launched the 1300 in September 1965 and, looking at Paul Grosvenor's 1969 example, the gulf between the Ajax design and the Herald appears vast. By the mid-1960s, the latter already belonged to a bygone era of *espresso* bars and Italian-suited Modernists. In contrast, Michelotti's understated lines meant that the 1300 was ideal for the quietly ambitious owner, such as a with-it junior solicitor. Today, some prefer its short boot and unadorned lines to the later Dolomite.

One glimpse inside Paul's 1300 is enough to appreciate its appeal to the owner who aspired to the progressive culinary tastes of 007 in *Casino Royale*. In addition to the veneered fascia and a folding rear armrest, Triumph equipped it with a multi-adjustable driver's seat and a steering column that could be tailored for both height and reach. The 1300 further benefitted from spring-loaded, recessed window winders and – in another first for Triumph – the 'All Systems Go' warning-light roundel. At the wheel of your 1300, you could almost imagine yourself in *Thunderbirds*.

CAR magazine doubted whether it was possible to buy 'an equal blend of luxury, space and performance (regardless of outside size) any cheaper in Britain'. In fact, the 1300 cost £796 12s 11d, compared with £780 18s 9d for the Riley Kestrel 1100, its closest UK-built, front-

Clockwise from top: 1500's well-finished cabin; spacious rear; BL logo; chrome adds flair

Clockwise: twin headlights on smart split grille; 1500's design previewed that of the forthcoming Dolomite; stylish C-pillar design

> *'Even allowing for the lower bar of decadence in early '70s suburbia, the 1500's specification was rather fine'*

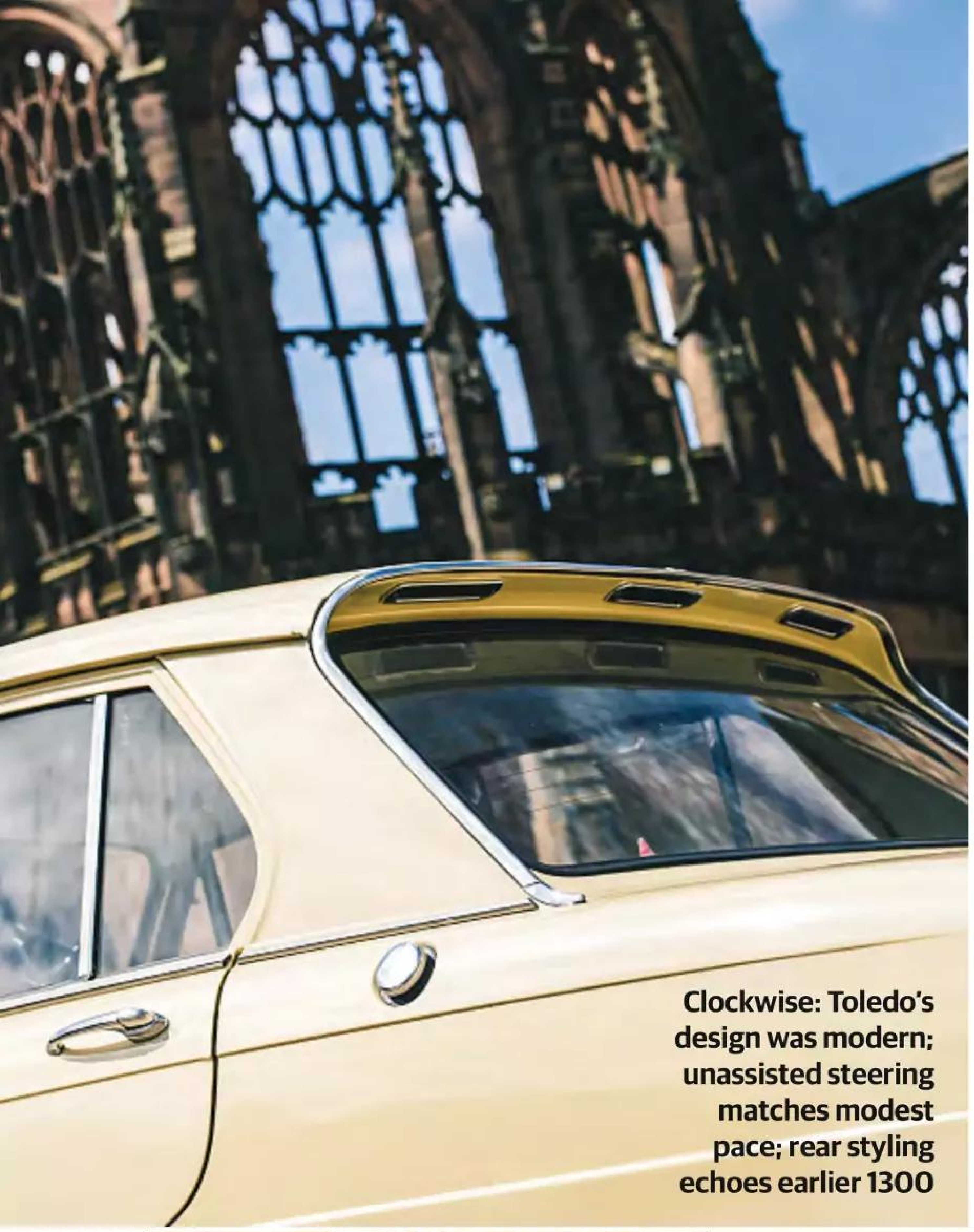
driven rival. As for the Ford Anglia Super and the Vauxhall Viva HA SL90, neither had four doors, and they were less Beluga caviar and more Birds Eye Cod Portions and chips.

Paul remarks on what it's like to own a 1300: "It keeps you awake! When I first had one, years ago, I thought how comfortable it was. It's still a great experience and still comfortable, but it takes a lot of concentration to anticipate for braking. That said, my 1300 is enjoyable, goes well and has great handling – apart from the turning circle. If I didn't do 1000 miles a week, I could use it as my daily runner."

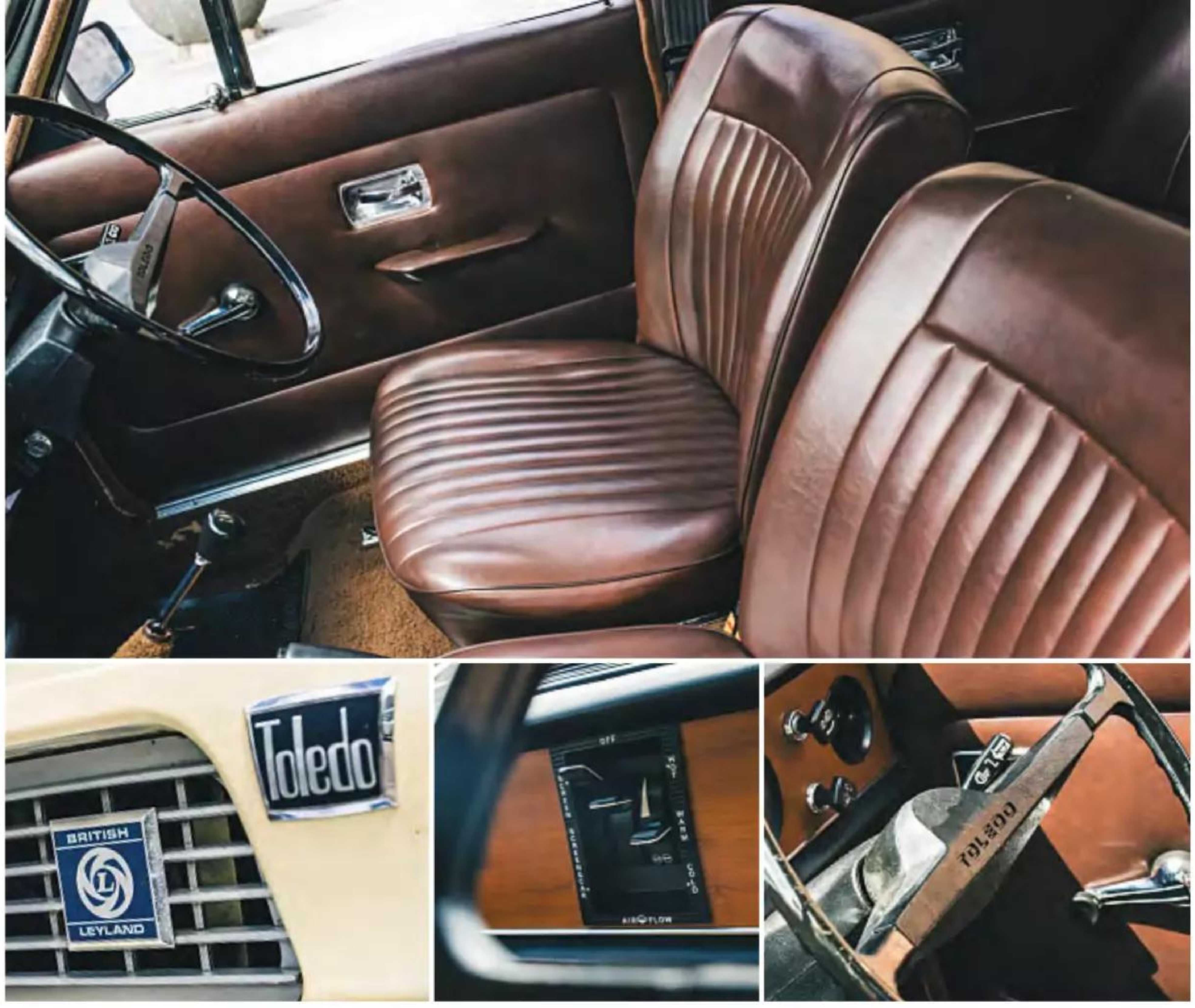
Some buyers demanded more performance, and in 1967 Triumph introduced the 75bhp TC (for twin carburettors). Meanwhile, Canley was working on the Ajax III upgrade, which made its debut three years later. It is here that the narrative starts to confuse, because Triumph in effect replaced the 1300 with two models. The Toledo combined two doors with simplified trim and rear-wheel drive. Remarkably, the early versions had drum brakes all round, which was anachronistic even in 1970. Further up the hierarchy, the 1500 retained the front-drive layout combined with a 1493cc engine, a longer boot and a smart new grille with quad headlights. To some disappointment, the 1300's independent rear suspension was replaced by a beam axle, to reduce costs. Canley further hoped that the 1500's enhanced performance would result in improved profit margins.

Today, Kevin Hirst's 1500 is a reminder of how it appealed to motorists of the Terry Scott school of fashion for a mere £1113 6s 5d. The Viva HC 1600SL was cheaper at £1027, while the £1338 Cortina 2000 GXL was more powerful, but the Triumph was apparently 'a 1½-litre limousine'. One possible in-house rival from the British Leyland empire was the £1082 Wolseley 16/60, although that was more for tweed-wearing motorists who considered David Frost to be a dangerous radical.

Naturally, Kevin's 1500 features 'an interior rich in hedonistic joys', to quote the sales copy of the time. Even allowing for the slightly lower bar of decadence in early '70s suburbia, when buying two boxes of After Eights from Fine Fare



Clockwise: Toledo's design was modern; unassisted steering matches modest pace; rear styling echoes earlier 1300



Clockwise from top: optional recliners; padded wheel centre; clear controls; shortlived name

> 'Toldeos aren't renowned for their performance, but they fulfilled their role in the range quietly and well'

would cause a sensation, the specification was rather fine. A cigar lighter, two-speed wipers, reclining front seats and an adjustable steering column meant the 1500 would 'collect jealous glances wherever it appears'.

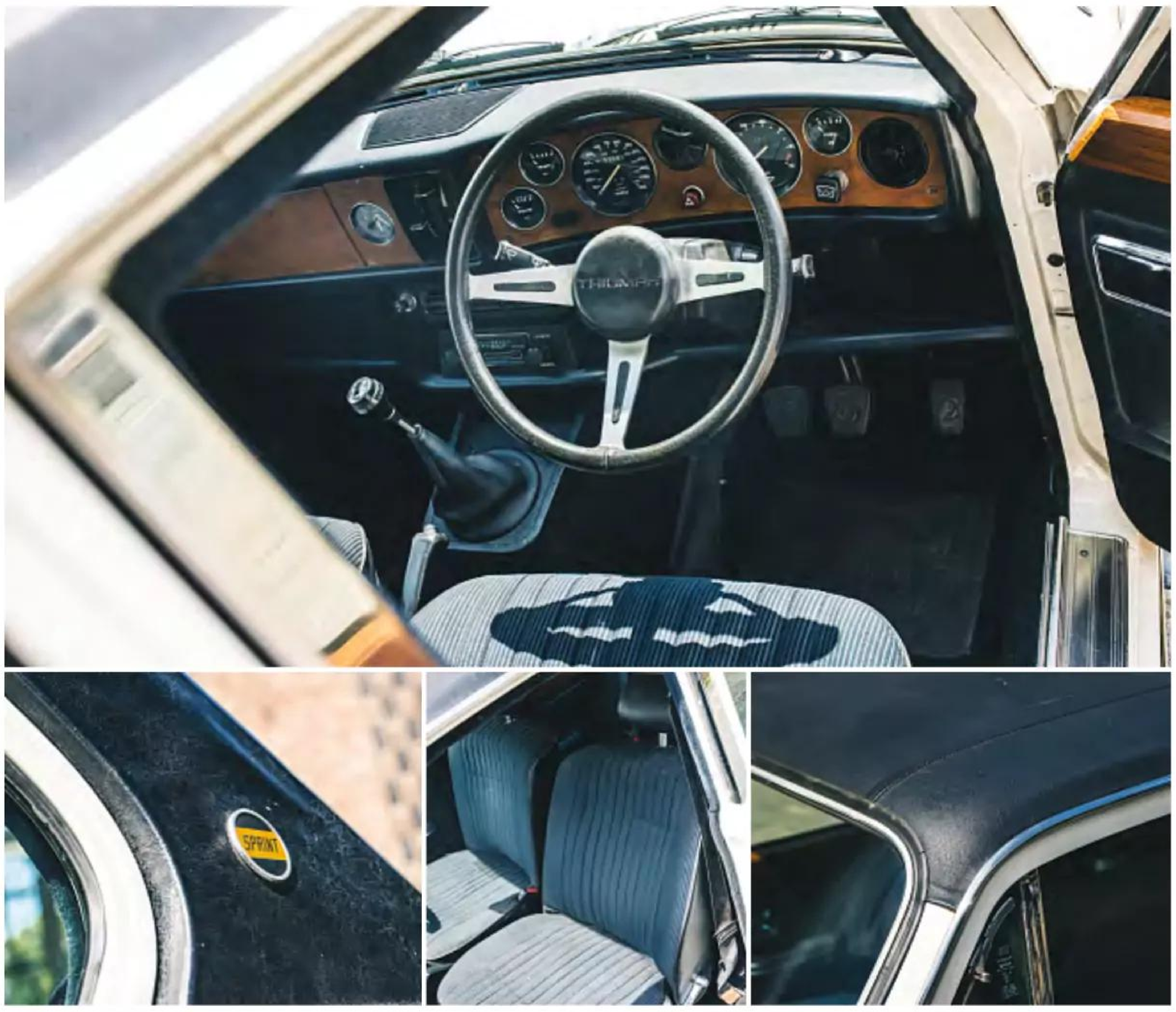
Kevin reports that his 1500 drives very well. He adds: "It has light steering, will cruise at 60 all day long and returns 29mpg." In its appraisal in period, *Autocar* thought: 'For the family man who can afford it, the car will appeal as much for its comfort as for the prestige it brings.' And that, of course, was the 1500's *raison d'être*. The rear-wheel-drive 1500TC replaced the 1500 in 1973, with BL commissioning a remarkable *Confessions of a Driving Instructor*-style launch commercial. The remainder of the Ajax range was rear-wheel drive, so it made little financial sense for Canley to build a front-drive version.

As for the Toledo, one 1971 advertisement for the new model advised 'Why Herald owners should change': its heir had modern lines and proved that 'craftsmanship is not a thing of the past'. By then, Triumph was offering a four-door version for £937.64, gaining the proud owner a small saloon that was a cut above the equivalent Hillman Avenger. One brochure proclaimed: 'Remarkably, the Toledo costs little more than an ordinary bread-and-butter car.' And that rather encapsulates the appeal of Andrew Burford's 1974 example.

The Honeysuckle four-door joined Andrew's fleet in 2002; its original owner was a bank manager who specified the optional reclining front seats, mudflaps and rubber floormats. The cabin is simple but elegant, with British Leyland saying of the Toledo's competitors: 'The Cost Accountant had a bit too much to say in the design.' Besides, a timber fascia was 'so much more civilised than being faced by a characterless painted panel every morning'.

Toledos such as Andrew's aren't renowned for their performance, but they fulfilled their role within the range quietly and well. As for road manners, Andrew says: "Obviously, it has no power steering or any other mod cons, but it's generally slower and softer. The tyres being older also means the Toledo's handling is very different from most modern front-wheel-drive

Clockwise: this Sprint has new Spax dampers; alloys were a first for a volume British saloon; Dolomite design was beginning to look dated



Clockwise from top: upmarket cabin; Sprints all had vinyl roof; comfy seats; discreet badge

cars. It lets you know by twitching the tail out in the wet… but I never drive it in the rain!"

In '71, *Motor Sport* noted disparagingly of the 1500: 'Eventually, one assumes, more British Leyland technicians will discover the overhead camshaft.' Which leads us neatly on to the final member of our quartet. Triumph had intended to launch the Dolomite, which combined the 1500's bodyshell with an single-overhead-cam 1854cc engine and rear-wheel drive, as a replacement for the Vitesse in 1970. Somewhat ominously for the firm, industrial problems meant it didn't appear until 1972.

By then, British Leyland's plans for a high-performance version were at an advanced stage, with the Dolomite Sprint taking a bow in June 1973. According to Bill Davis, then the managing director of BL's Rover/Triumph division, it would "dispel the myth that the Continental manufacturers have a virtual monopoly on fast, medium-sized cars". Canley developed the 16-valve, 1998cc engine with Coventry Climax and uprated the Dolomite's brakes and transmission to match.

Triumph had intended to call the latest Dolomite the 135 to reflect its power output, but it had 127bhp, so the Sprint name was adopted instead. Your friendly local Triumph dealer would proudly tell you it was the world's first mass-produced car with a multi-valve engine, plus a 116mph top speed. This was before they mentioned the alloy wheels (another first for a mass-produced British saloon) and vinyl roof.

The luxurious, quiet and utterly civilised Sprint cost £1786.84, making it more than £700 cheaper than an Alfa Romeo Alfetta Berlina and, better still, more than £1000 less than a BMW 2002tii. British Leyland set a production target of 250 units per week, and the proud Sprint owner could ever so graciously look down on their neighbours with Ford Cortina 2000Es and Vauxhall Magnum 2300s.

Motor believed the Sprint didn't have a rival in sight, while *CAR* concluded: 'As a bargain, it ranks almost alongside some of Jaguar's offerings.' *Autocar*'s test, meanwhile, enthused: 'Britain shows the way.' This 1978 model, driven by Dolomite expert Ken Clarke, has the Special

7–9 NOVEMBER | NEC, BIRMINGHAM

LANCASTER INSURANCE

CLASSIC MOTOR SHOW 2025

THE UK'S PREMIER CLASSIC MOTOR EVENT

3000 CLASSIC CARS | LARGEST INDOOR AUTOJUMBLE | 310+ CLUBS

600+ VEHICLES FOR SALE | MOTORING CELEBS & EXPERTS | 450+ TRADERS

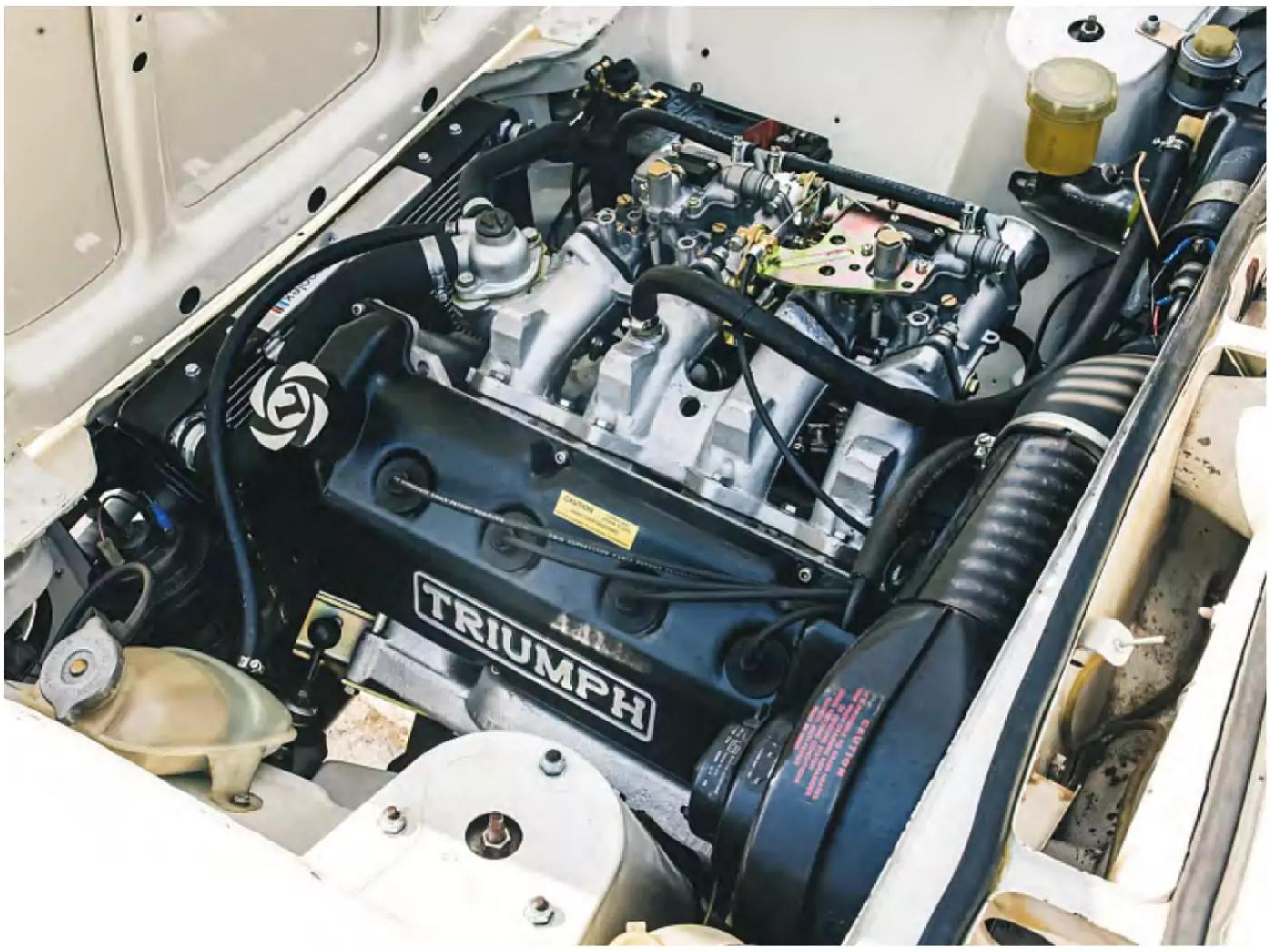
7-9 NOV
CMS 2025
NEC

SAVE £2 ON TICKETS*
SCAN AND USE CODE **MDSCAD**

NECCLASSICMOTORSHOW.COM

LANCASTER INSURANCE | ICONIC AUCTIONEERS | PGVM Paul Grimshaw Vehicle Movements | Meguiar's

*Saving offered on advanced tickets available online until midnight Thursday 6 November 2025. Discount already applied to Group tickets. To benefit from £2 discount the code must be entered at time of booking. When the code is entered on the online ticket booking form the page will reload to show the discounted rates.



Clockwise from top: Sprint's 45° slant-four on Special Tuning carbs; Toledo shares 1500; Spitfire unit in 1300

Tuning options of a tweaked engine and uprated dampers. "The Sprint belongs to a customer, Ian Baker, who has owned it for more than 20 years," says Ken. "We have just recommissioned it: built a new engine, fitted new floorpans and chassis legs, and rebuilt the front end."

Overdrive became standard in 1975, and Ken adds: "It makes all the difference – the revs drop by 800rpm on the motorway." He believes the Sprint is perhaps the best 1970s sports saloon: "Everybody seems to rave about the Ford Escort RS 2000, but the Dolomite is quieter and smoother, and does everything better."

Even when the Sprint was new, however, *Motor* found its looks 'a mite old-fashioned with its chunky lines.' This was not an initial sales drawback – the BMW 2002's styling also harked back to the 1500 *Neue Klasse* of 1961 – and owners were more likely to wear string-backed driving gloves than Hai Karate aftershave. Triumph promised: 'No stripes. No GT badges. No matt-black bonnet.' To quote Bill Boddy of *Motor Sport*: 'The interior of the Sprint is that of a gentleman's carriage.'

However, as Ken points out: "The Sprint's engine was based on an early 1950s Coventry Climax design, and the transmission derives from the Standard Vanguard Phase 1." British Leyland needed a second-generation version to compete with the likes of the 1978 BMW 323i, but there was never a Sprint Mk2. In 1975, the joint Dolomite/Marina TM1 replacement programme was cancelled, a victim of the company's increasingly parlous financial state.

The final significant change to the range was in 1976, with the demise of the Toledo: the entire line-up now featured Dolomite badges and the longer body. On 26 December 1979, Michael Edwardes, BL's chairman, signed an agreement with Honda. Dolomite production ceased in 1980 and a year later the Acclaim – in essence a British-built Honda Ballade – belatedly replaced the cheaper versions.

If British Leyland in the 1970s had not been a maelstrom of chaos, the Ajax range could have founded a dynasty of in-house designs to rival the Audi 80/90 and BMW 3 Series. Timing was its misfortune, because by 1968 the great collapse of the conglomerate was well under way. Yet it should not be forgotten that when Triumph unveiled the 1300 it appeared as much a part of the new post-war Coventry as the city's cathedral and Belgrade Theatre.

Each member of our quartet projected a very different image, yet each was ideally suited to the owner with caviar aspirations but an income more suited to the Berni Inn. After all, it had been touted as 'the limousine with everything except limousine length'.

***Thanks to** The Triumph Dolomite Club (triumphdolomite.co.uk); Ken Clarke Motorsport (01455 616617); Coventry University (coventry.ac.uk); Coventry Cathedral (coventrycathedral.org.uk)*

TRIUMPH 1300

Sold/number built 1965-'70/113,008
Construction steel monocoque
Engine all-iron, ohv 1296cc 'four', single Stromberg carburettor
Max power 61bhp @ 5000rpm
Max torque 73lb ft @ 3000rpm
Transmission four-speed manual, FWD
Suspension independent, at **front** by double wishbones **rear** semi-trailing arms; coil springs, telescopic dampers f/r
Steering rack and pinion
Brakes discs front, drums rear
Length 12ft 11in (3937mm)
Width 5ft 1¾in (1568mm)
Height 4ft 6in (1372mm)
Wheelbase 8ft ½in (2454mm)
Weight 1960lb (892kg)
0-60mph 19 secs
Top speed 84mph **Mpg** 28
Price new £796 12s 11d (1965)
Price now £3-6000

TRIUMPH 1500

(where different from 1300)
Sold/number built 1970-'73/66,353
Engine 1493cc, SU HS4 carburettor
Max power 65bhp @ 5000rpm
Max torque 80lb ft @ 3000rpm
Suspension: rear beam axle, trailing and semi-trailing links, optional anti-roll bar
Brakes Girling vacuum servo
Length 13ft 6in (4115mm)
Weight 2089lb (948kg) **Mpg** 26.6
0-60mph 17.1 secs **Top speed** 88mph
Price new £1113 6s 5d (1970)

TRIUMPH TOLEDO

(where different from 1500)
Sold/number built 1970-'76/119,182
Transmission RWD
Max power 58bhp @ 5300rpm
Max torque 70lb ft @ 3000rpm
Suspension: rear live axle
Length 13ft (3962mm)
Weight 1870lb (848kg)
0-60mph 18.4 secs
Top speed 87mph **Mpg** 28
Price new £889 (1970)

TRIUMPH DOLOMITE SPRINT

(where different from 1500)
Sold/number built 1973-'80/22,941
Engine alloy-head, sohc, 16-valve, 1998cc, twin SU HS6 carburettors
Max power 127bhp @ 5700rpm
Max torque 122lb ft @ 4500rpm
Transmission overdrive on third and top, RWD
Suspension: rear diagonal upper links, longitudinal lower arms; anti-roll bar f/r
Weight 2214lb (1005kg)
0-60mph 8.4 secs
Top speed 116mph **Mpg** 23
Price new £1786.84 (1973)
Price now £7-15,000

CHRISTMAS EARLY BIRD OFFER

Save up to 20% extra!

Make your car connoisseur's Christmas a classic

with a gift subscription to *Classic & Sports Car*

Classic & Sports Car Christmas gift subscriptions are a gateway to a vibrant global motoring community.

Take advantage of our Christmas Early Bird offer and give a subscription to a friend or loved one from just £22.99 for six issues, saving £18 on the shop price.

Your lucky recipient will dive into the fascinating world of classic cars, meet kindred enthusiasts and enjoy unmatched stories to fuel their passion.

USA $14.50/CAN $15.99/AUS $
BUICK R
MERCED

TIME-LIMITED EARLY BIRD OFFER ENDS **1 DECEMBER**

SCAN ME TO ORDER

Order today

Call 03448 488807 quoting X25EBPA

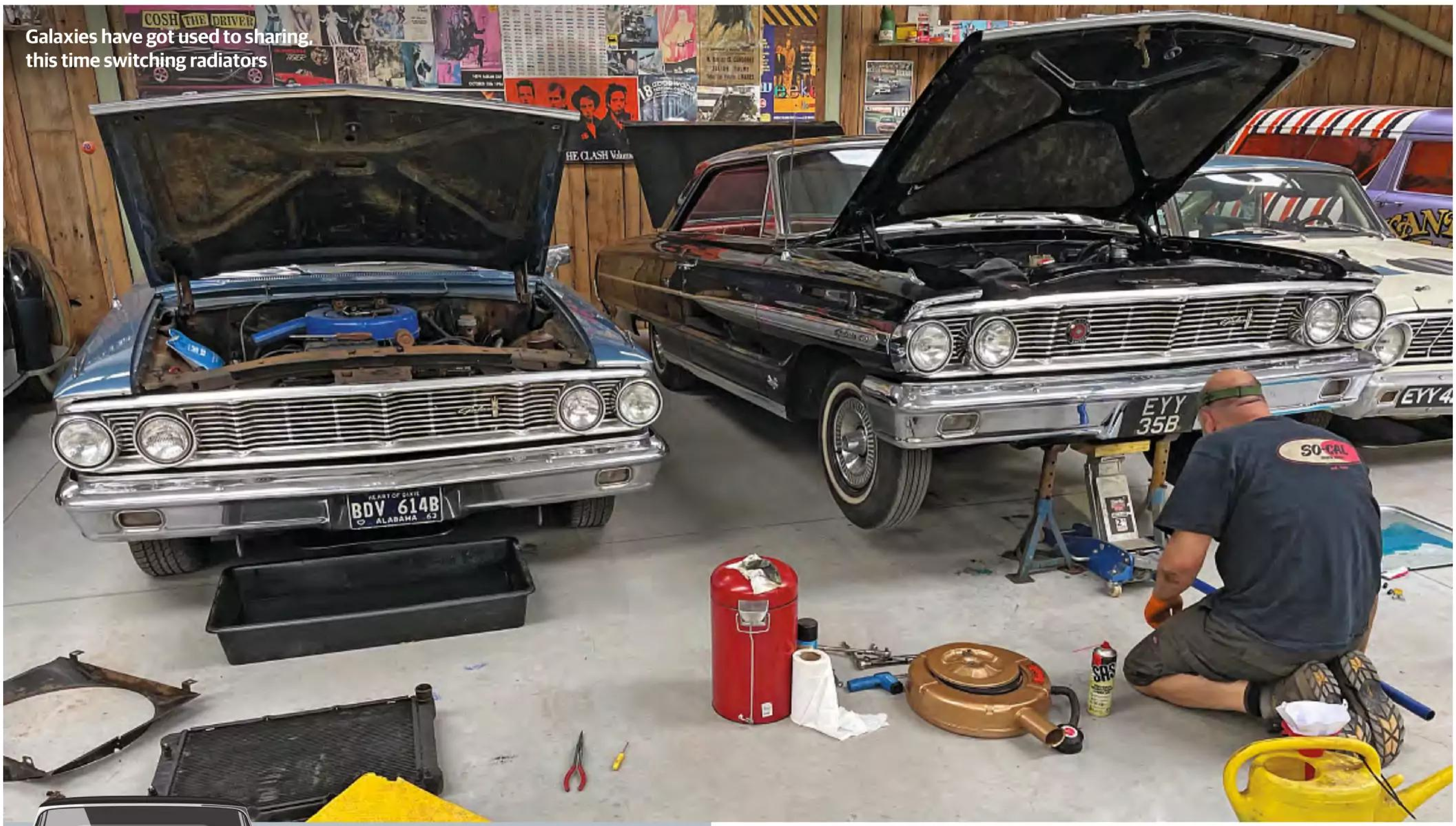
Visit www.themagazineshop.com/X25EBPA/csc

THE TESTAROSSA IS BACK!
AUTOCAR
NEW RENAULT 4 vs FORD, MINI
Fun, affordable & electric: reborn icon battles rivals
ROAD TEST MERC G-CLASS EV
JLR CYBER ATTACK: WHAT REALLY HAPPENED
Britain's biggest and best car buyer's guide November 2025
WHAT CAR?
BRITAIN'S MOST AND LEAST RELIABLE CARS
PLUS

See great offers on our other titles at themagazineshop.com

VW GOLF GTI Mk1 BUYING THE ORIGINAL HOT HATCH
CLASSIC & SPORTS CAR
Britain's best-selling classic car magazine
November 2025
FERRARI'S FINEST
PLUS 308 STYLIST REVEALS ITS SECRETS
1970s COUPÉ SHOOTOUT CAPRI vs CELICA
CLASSIC & SPORTS CAR
October 2025 £6.99
Britain's best-selling classic car magazine
TWIN-CAM trilogy
'Mr Mazda MX-5' reveals how the MGA and Lotus Elan inspired the world's best-selling roadster
AVANTI: STYLE ICON FROM STUDEBAKER
BUYING TRIUMPH'S BARGAIN HERALD
FACTORY-FRESH AC COBRA SENSATION
SAVE 45%
IF YOU ORDER BY 1 DECEMBER

TERMS AND CONDITIONS This is a UK-only offer; for overseas offers, please visit themagazineshop.com/X25EBPA/csc or call +44 (0) 1604 251461. All savings are based on the UK cover price of £6.99 and are correct as of October 2025. Please allow up to 35 days for delivery of your first issue. Direct Debit rates are valid for one year, after which they are subject to change; should prices change, we will inform you in writing. Should you wish to cancel your subscription, it will be cancelled on expiry of the current term, which will not be refundable, other than in exceptional circumstances. Details of the Direct Debit Guarantee are available upon request. **Offer ends 1 December 2025**


Galaxies have got used to sharing, this time switching radiators

FORD GALAXIE 500

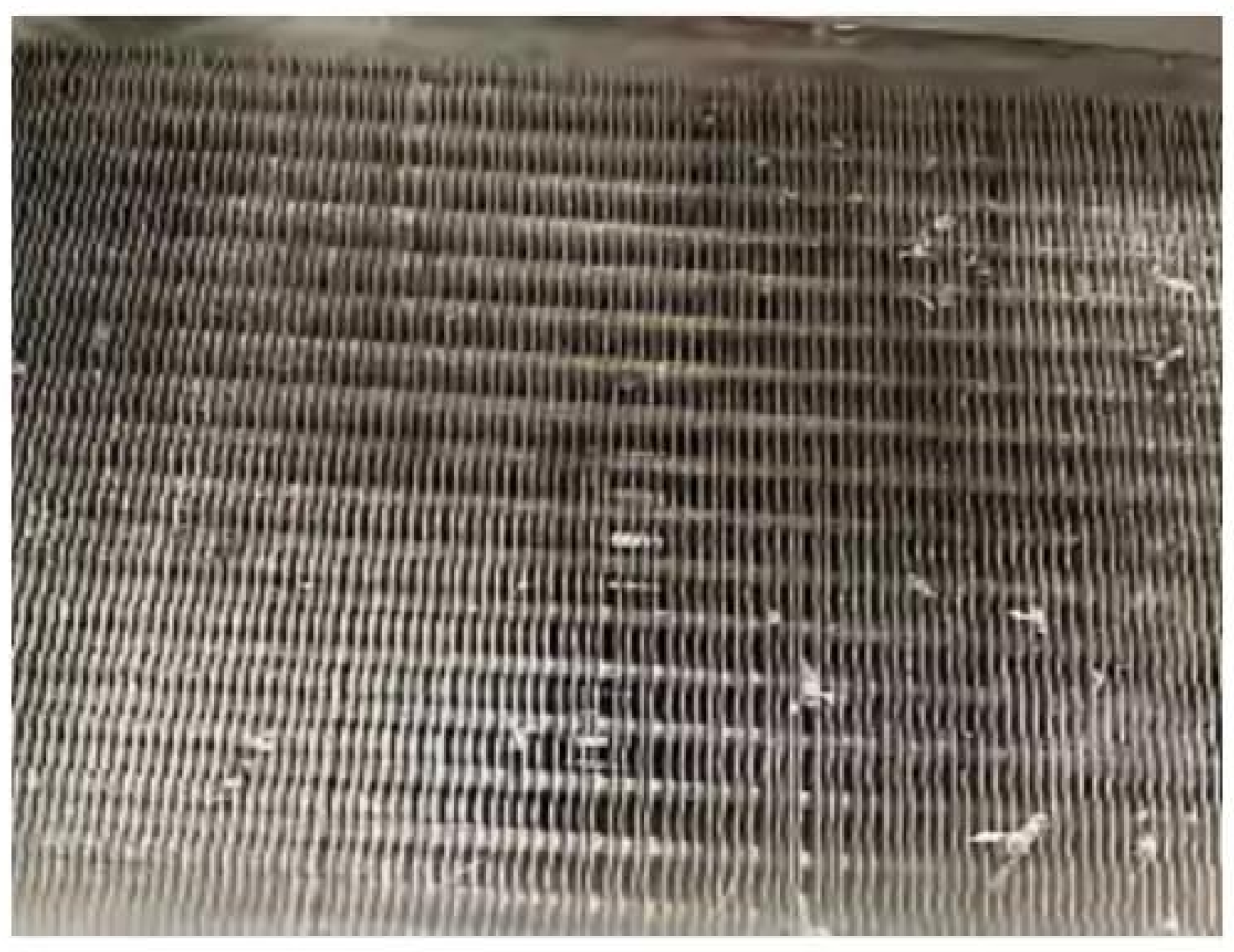
RUN BY Julian Balme
OWNED SINCE May 1988
PREVIOUS REPORT Sept 2024

GALAXIE FINALLY TAKES THE HEAT

The good thing about running two examples of the same model – 1964 Ford Galaxies in my case – is that you can contrast and compare by swapping parts around. Long before the recent round of work described in my previous report, the black 500 had been running hot; not while moving, but stop for a set of lights and you could watch the needle climb up the gauge. Despite a full refresh of the once leaky cooling system, this situation looked to be even worse, with the pointer in the temperature gauge permanently residing in the upper third.

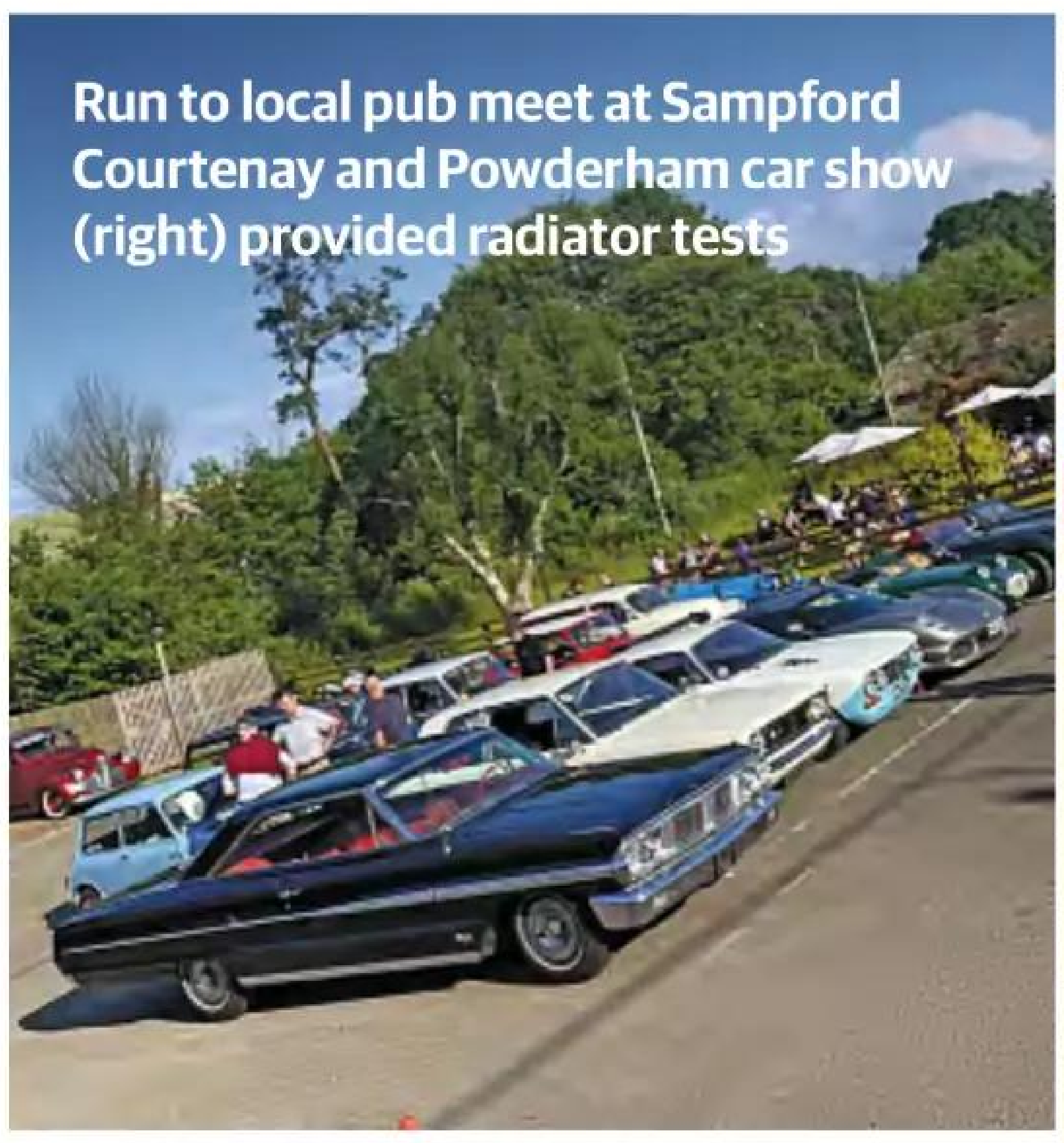
Nine times out of 10, issues with overheating are radiator-related, so one morning I drained both cars and fitted, along with the fan shroud, the one from the station wagon into the coupe. Out on the road it was marginally better, but I wasn't convinced.

Thankfully, on specialist Ted Booth's next visit he brought a heat gun, whereupon we discovered that under the bonnet none of the temperatures were excessive. However, by changing the new sender for an old one, the gauge reading fell straight away. It is so often the case these days that new electrical components introduce issues rather than prevent them.


Previous modified core had narrow fins

After running around in the car for a month, including trips to a wedding in Wales, and the Giant Killers hot-rod and custom event in Dorset, I was satisfied that the problem was cured, but before refitting the original radiator, I sought a second opinion. Ted had already alerted me to the fact that the core had been updated at some point and, although made up of three rows, it wasn't staggered. Not only that, but the cooling fins appeared to be very close together. Peter Mansell at Exeter Radiators concurred, and reckoned that I'd need to blast air through the unit for it to work properly. Having spent the first 25 years of its life in the warmer climate of California, I reasoned with myself that an electric fan wasn't necessary and duly embarked on yet another reassuringly expensive recore.

With a number of heatwaves this summer in the UK, it wasn't long before the refreshed rad was put to the test. One of its biggest challenges was attending the Crash Box & Classic Car Club's annual show at Powderham Castle (the club was also celebrating its half-century this year), where the manoeuvring of 1800 vehicles on site wasn't without delays. I'm happy to report the Galaxie passed and that no recovery organisations were troubled by us.



Run to local pub meet at Sampford Courtenay and Powderham car show (right) provided radiator tests

Some jobs take longer than others. In fact, this started as a lockdown project… For as long as we've had the Mustang, the radio hasn't worked, in part because there is no aerial. What I was keen to get was a way to charge phones, so we can use sat-nav on road trips without leaving their batteries drained – if this brought aural accompaniment to our journeys, alongside the usual eight-cylinder burble, all the better.

I'd bought a RetroSound Motor 6 with a Detroit fascia, the latter an official Ford product to retain the stock look, but it had sat in the workshop since October 2020. With the benefit of hindsight, I'm glad this wasn't attempted earlier because I suspect the car's wiring wasn't up to it – as recent work revealed. But with new wiring looms fitted, and a renewed faith in the car's electrics, the time was right. Removing the existing item was easy and, overall, installation of the new head unit was, too. The brackets that attach to the fascia were a little awkward, but drilling new holes sorted that. It required a power source that's always on, even if the engine isn't running, so we disabled the cigarette-lighter socket and adopted that feed.

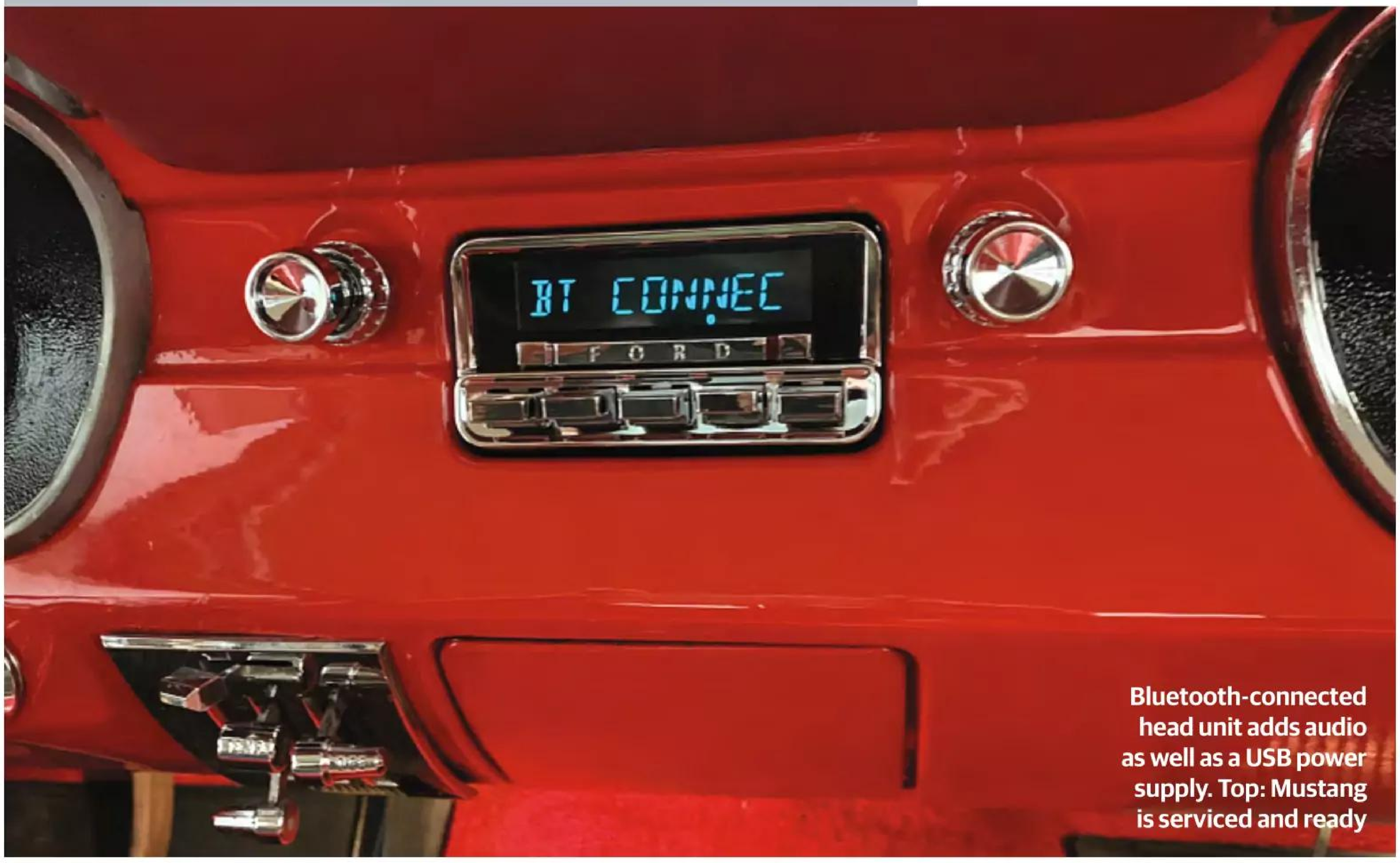
The RetroSound unit does have a radio function, but with no aerial that doesn't work. However, it also has two USB ports that we have routed to sit in the pull-out ashtray beneath, into which cables can be plugged to power devices that are connected to the stereo via USB or Bluetooth. It looks smart and period-correct, and the ease of connectivity and convenience are very welcome, with the ability to stream music and podcasts as well as powering our sat-nav. And, as a bonus, while fiddling about behind the dash, it was noted that the bulb for the indicator light had blown, solving the mystery mentioned last time as to why that wasn't illuminating.

The Ford's spark plugs have also been changed, mainly because they hadn't yet been renewed during our tenure. That said, given the decent condition of those we removed, it clearly wasn't an urgent job. In unrelated news, the car was running and idling with difficulty and, although it never cut out, it became an unreliable mode of transport. Some gunk was found in the fuel line, so this has now been washed out and it has been fine since, used for commutes and weekend drives. All of which means the car is ready for its next adventure.

Finally, thank you to reader Geordie Jennings, who was having a clearout and found a brochure for a 1966 Mustang, then sent it all the way from Maine, in the United States – much appreciated.

FORD MUSTANG

RUN BY Lizzie Pope
OWNED SINCE October 2017
PREVIOUS REPORT August



Bluetooth-connected head unit adds audio as well as a USB power supply. Top: Mustang is serviced and ready

MEET THE FLEET

AARON McKAY *(Deputy editor)*
1972 Volkswagen Type 2 Dormobile
1985 BMW 325i

ALASTAIR CLEMENTS *(Editor in chief)*
1957 MG Magnette ZB
1983 Suzuki Cervo CX-G
2006 MINI Cooper Convertible

CHARLIE CALDERWOOD *(Features editor)*
1992 Toyota MR2 Mk2
2002 Subaru Forester Sport

DAMON COGMAN *(Art editor)*
1968 Volkswagen Type 3 Fastback
1982 Saab 99 GL
2005 BMW Z4 2.2i

GAYNOR CAUTER *(Contributor)*
1965 Jaguar E-type S1 4.2 OTS

GRAEME HURST *(Contributor)*
1957 Austin-Healey 100/6
1958 Jaguar XK150 OTS
1966 Ford Mustang GT
1970 Citroën ID21 Safari
1979 Porsche 911SC
1982 Mercedes-Benz 280TE
1986 BMW 745i

JAMES PAGE *(Contributor)*
1931 Austin Seven saloon
1970 MG 1300

JON PRESSNELL *(Senior contributor)*
c1933 Austin Seven Special
1964 MG Midget
1974 Rover 3500S
1987 Renault 4 Savane

JULIAN BALME *(Senior contributor)*
1932 Ford Roadster
1940 Lincoln-Zephyr Continental
1954 Lincoln Cosmopolitan
1957 Ford Ranch Wagon
1962 Triumph TR4
1964 Ford Falcon Sprint
1964 Ford Galaxie 500
1967 Triumph Spitfire MkIII
1970 Lotus Elan +2

LIZZIE POPE *(Associate editor)*
1965 Ford Mustang

MALCOLM McKAY *(Contributor)*
1959 Rochdale GT
1961 Morris 1000 Traveller
1967 Jaguar E-type S1 4.2 2+2
1969 Marcos 3-Litre
1973 Jaguar XJ6 S2 4.2
1973 Volkswagen Brasília

MARTIN BUCKLEY *(Senior contributor)*
1960 Rolls-Royce Silver Cloud II
1962 Chevrolet Corvair 700
1966 Oldsmobile Toronado
1970 Lancia Flaminia Berlina
1970 Renault 16 TS
1972 NSU Ro80
1974 Fiat 130 Coupé
1978 Lancia Gamma Berlina
1981 Range Rover

MARTIN PORT *(Contributor)*
1934 Austin Seven Special
1958 Land-Rover Series One 88in
1959 Land-Rover Series II 88in

MICK WALSH *(International editor)*
1949 Lea-Francis 14hp Sports
1967 Alfa Romeo Duetto

PAUL HARDIMAN *(Senior contributor)*
1972 Ford Escort Mk1

RYAN STANDEN *(Editorial assistant)*
1976 Reliant Scimitar GTE

SIMON HUCKNALL *(Senior contributor)*
1977 Fiat 128 1300 CL
2009 Mazda MX-5 2.0i

SIMON TAYLOR *(Editor at large)*
1937 Bentley Gurney Nutting Sedanca
1950/'56 HWM-Chevrolet
1961 AC Ace 2.6
1969 Chevrolet Corvette

Castrol GTX
FAR 666K

A rare instance of failure to proceed has earned the NSU a going-over

NSU Ro80

RUN BY Martin Buckley
OWNED SINCE 2009
PREVIOUS REPORT June

Last you heard, the NSU was on its way to Suffolk having disgraced itself on a trip to Cornwall, first with gearbox-actuation failure and then a complete disinterest on the part of its Wankel engine to fire up at all. Quite against the run of what you might expect, I have rarely been in a 'failure to proceed' situation with an Ro80. In Suffolk, NSU guru Phil Blake, having sorted the non-starting and the gearbox issues, found plenty more to do.

After a road test, he discovered two things: the rear struts were effectively dead (and leaking), and the brake regulator valve was no longer working. I was somewhat aware of this, but had endeavoured to drive around the issue. With good, secondhand rear dampers and a new valve (with replacement linkage and pipe), the behaviour of the car is transformed. Phil also found that one of the front calipers was binding and rebuilt it. A rattle from the A-pillar turned out to be a loose door-check strap, although there remains a mystery noise.

The mid-section of the exhaust was replaced with long, stainless-steel pipes, including new gaskets and hanger rubbers. This has had a dramatic effect on the response and smoothness of the car. Phil found that the nearside-rear door trim was unsecured, so removed and replaced the missing and/or broken clips. The door had been difficult to close for years, having dropped on loose bolts fitted in a rush after FAR 666K was repainted a few years back. Adjusted for fit and with the broken door-catch piece replaced, it shuts beautifully again. All four doors had also lost their lower strip seals; these were replaced with new items from the Ro 80 Club International.

The front scuttle panel was also loose. Once it was removed, Phil cleared the blocked drain tubes and even repainted the grille, replacing the rubber buffers that help to hold it in place. As well as treating the Ro80 to some new wiper blades and drive belts, he carried out an oil and filter change, along with a compression check. Apart from low readings on one spike of compression, the engine appears to be fit enough. Advisories for the future include CV gaiters that will soon need replacing and some corrosion underneath that needs tackling.

One car that doesn't have that problem is Gary Smith's yellow Ro80, which I was surprised to discover during a recent visit to Welsh-based Japanese rotary specialist Silver Fern Performance for a *C&SC* photoshoot.

Finally, in July I collected the NSU from Phil at a rotary Mazda meeting at Bicester Motion. It was the hottest day of the year so far and the car was beset with fuel-vaporisation issues I have never had before. When the weather cooled, FAR 666K was back to its old self except that the ride and braking were much improved.

Its great to have the Ro80 back, although I forgot to tell Phil about the wiper arms that have a fancy for flinging themselves off like a circus clown's car when it rains. They then end up in the middle of the road, where I dance around trying to retrieve them amid the traffic. Hopefully some new-old-stock arms with healthier clips are on the way from Phil, but for now I have effected a temporary fix by wrapping some gaffer tape around the spindles of the wiper linkage.

It's funny how, just when you are feeling smug, life tends to bite you on the bum. I had parked the Ro80 in Cirencester, in what I thought was a perfectly legal spot with no obvious signs of any restrictions. Having popped into Zippy Pix (or is it Snappy Snaps?), I decided to sit in the sunshine with a cup of coffee and go through my emails, occasionally looking up to see people taking photo of the NSU, pointing and nodding approvingly.

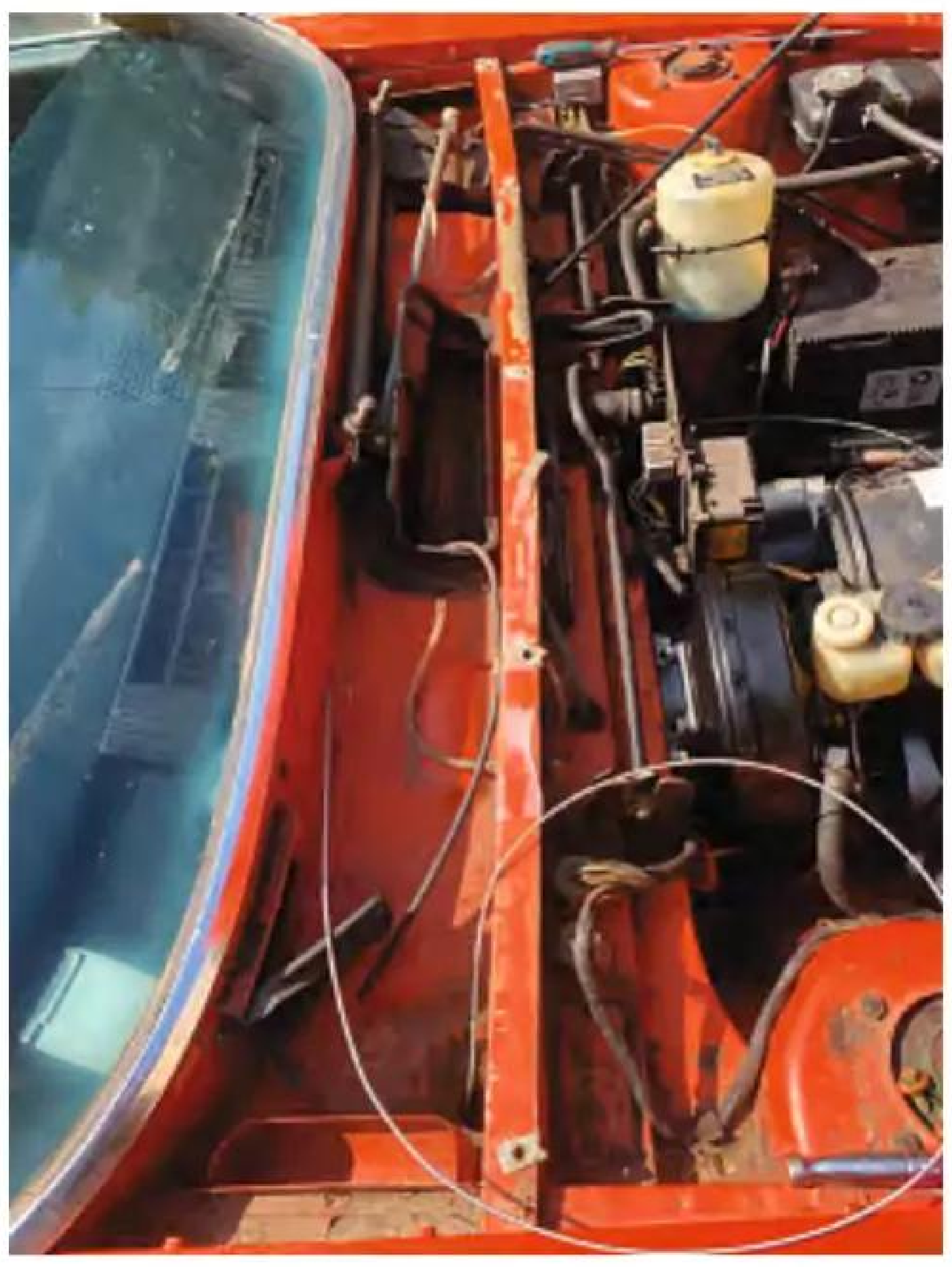
After 10 minutes, I strode back proudly to my vehicle, only to find a sniffy note on it complaining that I had parked by a dropped kerb. Fair enough, I simply hadn't noticed it; however, just as I began to drive away, a man sporting a goatee and a piratical earring semi-blocked my way. Taking a distinctly aggressive attitude, he leered into the driver's window, yelling: "Where did you get your driver's licence from, Kellogg's?"

I am never in the mood for these sorts of encounters, but I tried to restrain myself and, in the end, I simply advised him to go and buy himself a matching earring.

Gary Smith's project is progressing well

Binding front brake caliper was rebuilt

New exhaust centre section has greatly improved NSU's tone and throttle response



Attention to front scuttle included new clips, cleared drains and repainted grille

Brake regulator valve and piping were replaced for renewed stopping ability

WE'RE DEDICATED TO PRESERVING THE CLASSIC FERRARI SPIRIT

FROM PART TO FINISH

LARGEST
INDEPENDENT
SUPPLIER OF
PARTS FOR
FERRARI CARS

OFFICIAL
DISTRIBUTOR FOR
HILL ENGINEERING

UNRIVALLED
ENGINEERING
AND TECHNICAL
EXPERTISE

CONTINUOUS
REMANUFACTURING
OF OBSOLETE AND
UNAVAILABLE PARTS

FAST EXPRESS
WORLDWIDE
SHIPPING DAILY

DEPENDABLE
BIG ENOUGH
TO COPE
SMALL ENOUGH
TO CARE

FERRARI PARTS SPECIALIST

SUPERFORMANCE

CELEBRATING **42** YEARS FERRARI PARTS EXPERIENCE

SUPERFORMANCE.CO.UK +44 (0)1992 445 300

UNIT G1 RD PARK STEPHENSON CLOSE HODDESDON HERTFORDSHIRE EN11 0BW
CONTACT OUR OFFICE AT ADMIN@SUPERFORMANCE.CO.UK

HILL ENGINEERING

WE SUPPLY PARTS TO THE UK AND ACROSS THE WORLD

See what we're up to on instagram @superformance.co.uk and
you can follow us on facebook.com/superformanceukltd

Eclectic roadside fare in Bermondsey, at one of the 325i's summer visits

BMW 325i

RUN BY Aaron McKay
OWNED SINCE June 2022
PREVIOUS REPORT July

The long-desired amplifier made for a bit of an anti-climax when I finally turned on the radio. Anything more than a coarse whisper would be an improvement on the handful of watts produced by my old BMW Business head unit, but it's still a far cry from fully delivering a bassline. Then again, there's only so much that four 5¼in speakers can do.

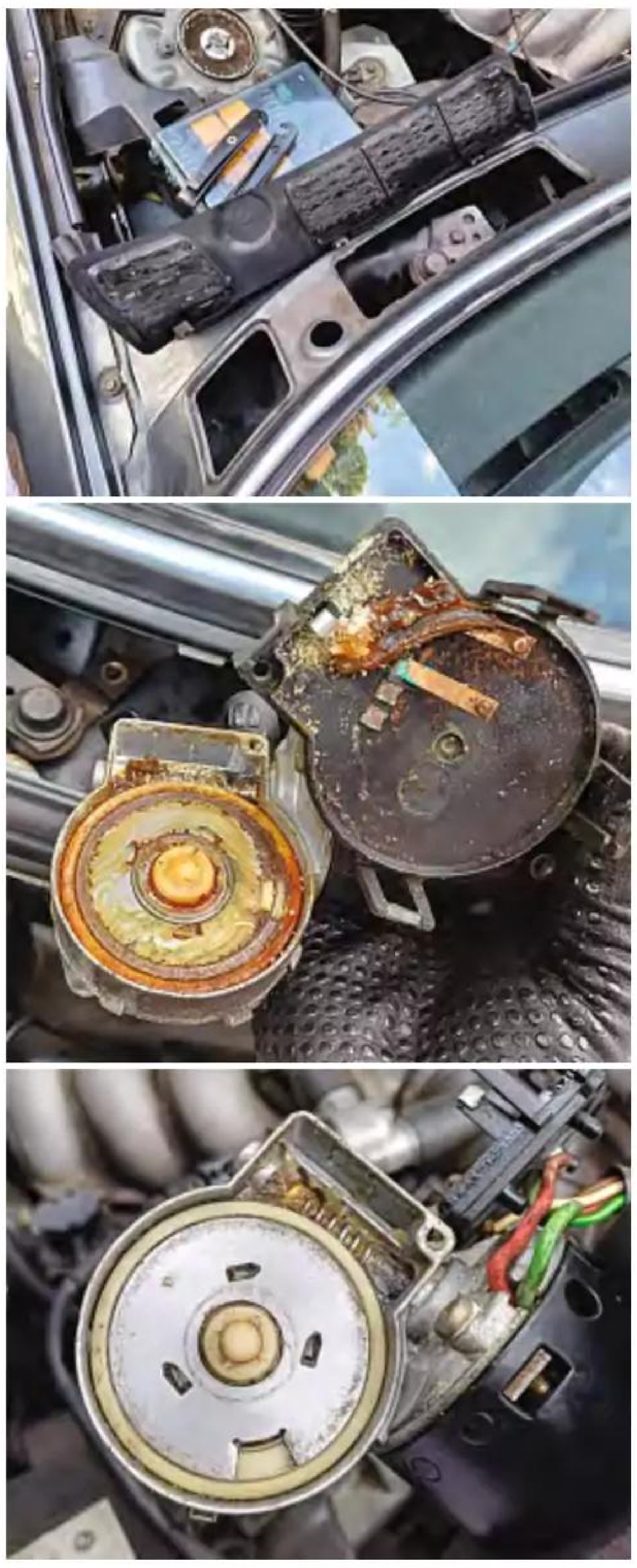
The physical install was simple enough, though, thanks to the pre-amp RCA connections in the modernised stereo (*Garage gear*, November 2023) and a convenient gap in the rear bulkhead for routing wires to the boot, where my four-channel JBL Concert A704 sits snugly alongside my toolkit in a homemade wooden enclosure. Both sills carry factory wiring, so I've run reasonably thick, 14-gauge cables along each one to see which front speaker gets interference. Now it all just needs tidying.

Left: gap in rear bulkhead for existing wiring provides boot access. Below: enclosure for amplifier is still only halfway neat

I struck lucky in my search for alloy-wheel centre caps, finding a full set of remanufactured items that claim to hold on better to the rim (timsclassicparts.eu), and for the same price that single caps go for on eBay. The captive ring design is different and not quite as positive when it clicks into place, so I'm a little sceptical. Fortunately, art man Damon came across an original one at a Belgian antiques fair, so now I have four spares.

Then there was the very satisfying fix of my wipers. They'd always struggled to return home on flick and intermittent settings, but were fine on constant. This turned out to be simply grime and corrosion on the rotating contact plate inside the motor; with a clean and a regrease, it now works perfectly. Fortunately it's a common issue with E30s and an online guide provided clear instructions on how to reset the wiper positions correctly. The longest and most painful part was getting access to the whole thing from underneath a plastic grille on the scuttle panel. Eventually a combination of bicycle tyre-levers, a zip-tie and tortured fingernails succeeded in prying the piece up and away from its three clips.

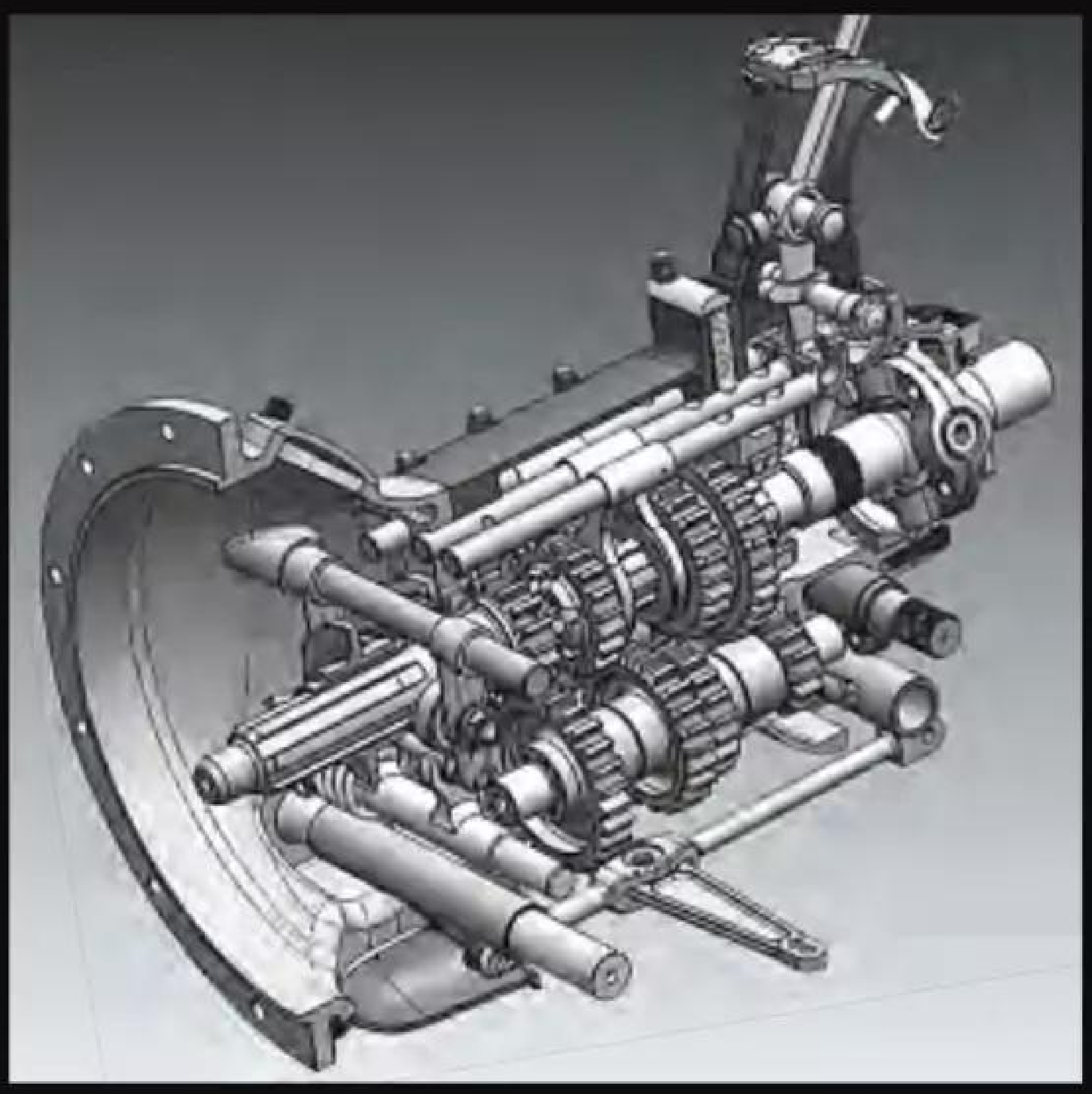
The car has rewarded in turn, with summer jaunts in and around London including the atmospheric 50th-anniversary Chelsea Cruise, a German-themed meeting on Brentford dealer Duke of London's rooftop, and Bermondsey for an Instagram-fuelled cars and coffee. E30s look to be the in thing at the moment, with 12 M3s at Brentford and two Alpinas in Bermondsey. Mine then ticked over 122,000 miles on a drive to the coast, and it has even played a practical role by transporting a bicycle in the back, albeit with both wheels removed.



From top: scuttle panel is retained by three spring-clips; sullied wiper motor; cleaned and working, although pitted

DTM night in Brentford assembled a rich variety of German modern classics

JIM STOKES WORKSHOPS GROUP



HISTORIC AUTOMOTIVE ENGINEERING

Restoration & Maintenance
Component Manufacturing
Coachwork & Fabrication
Engine Building & Rebuilding
Gearbox Building & Rebuilding
Engine Dyno' Services

JSW GROUP

Competition Support
Acquisition Consultancy
Customs Assistance

jimstokesworkshops

jswl.co.uk

FOUNDING HCVA PARTNER
HISTORIC & CLASSIC VEHICLES ALLIANCE
ESTABLISHED 2021

Jim Stokes Workshops Group, Hampshire, UK Telephone - **+44 (0)2392 254488** Email - **info@jswl.co.uk**

THE INTERNATIONAL HISTORIC MOTORING AWARDS 2024 LOCKTON
WINNER

CAFE · HOTEL DU CENTRE · BAR

Nothing much stirs south of Châteauroux. Below: fair deal? Alice appears happy at the swap

RENAULT 4 SAVANE

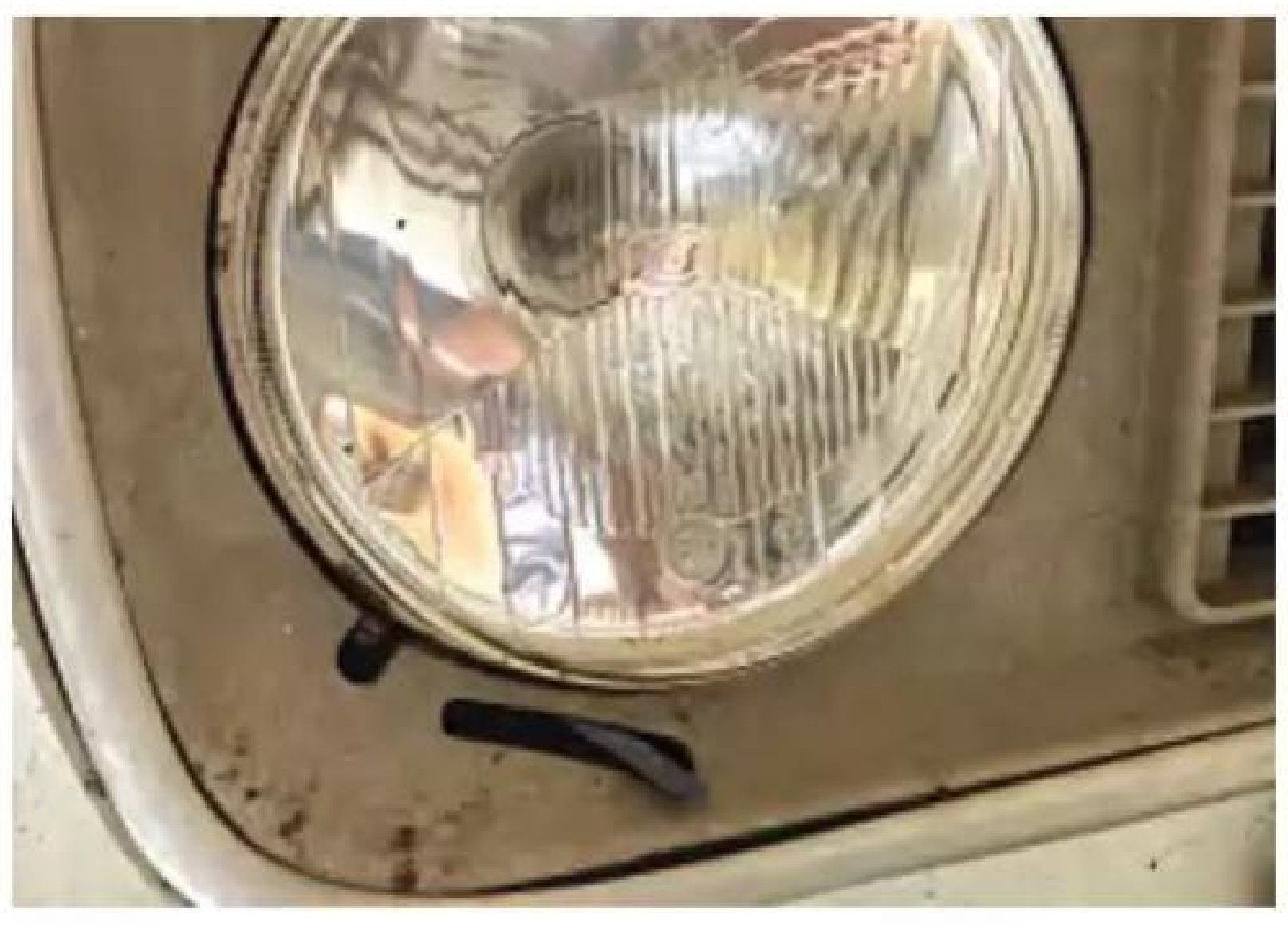
RUN BY Jon Pressnell
OWNED SINCE January 2013
PREVIOUS REPORT Sep 2024

Sharon the Renault is back in the Lot and, in exchange, there is now a Twingo in Normandy in which co-owner Alice's children can learn to drive. It was a bit of a saga getting to this point, because a local garage was supposed to have been sorting out a few things on the R4 and submitting it for the French roadworthiness test, but somehow never got around to it.

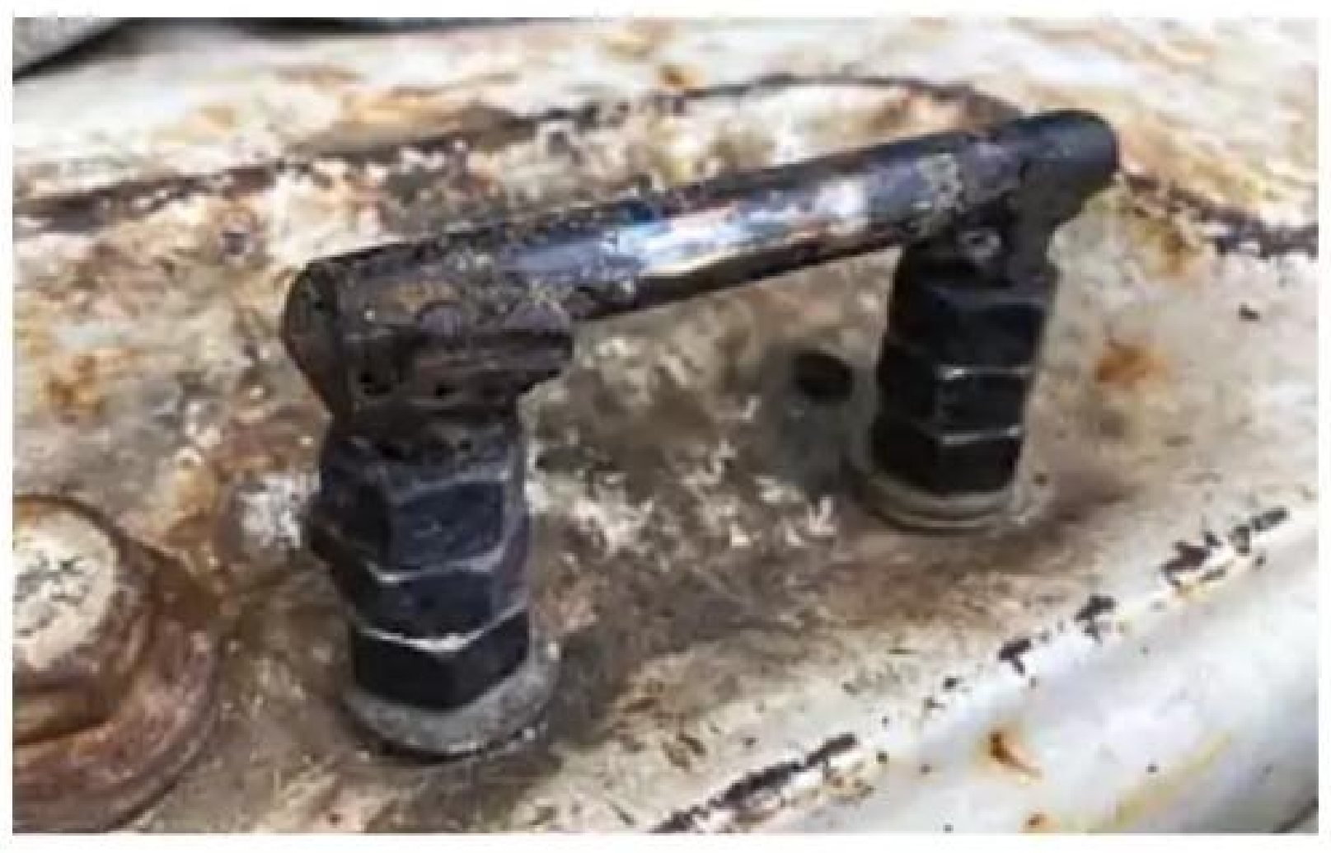
In the end, I roped in mate John and we arrived unannounced at the garage and demanded that Sharon be released from captivity. After a wash-and-brush-up, the old girl was despatched to the tester and returned – hurrah! – with a ticket. Nothing had needed immediate attention, although the garage did suggest the brake pads were on the thin side.

The return journey to the Lot was purgatory, at least for the first leg. The car was heavily laden and the weather was vile. Progress was slow and noisy, and once it got dark I could barely see where I was going in the torrential rain – not helped by all the aggressively bright headlamps of the cars coming towards me. I stopped for the night, and then had an, erm, illumination. The reason I hadn't been able to see much, and why cars had been flashing me, was because my headlamps had been pointing upwards as a result of the car's load. I had clean forgotten that the softly sprung R4 has two little tabs under the headlamps to adjust the beam when laden.

Both car and self were happier bunnies the next day. Faced with hundreds more kilometres via a thankless slog down the N20, I chanced on a parallel route south from Châteauroux. What a find! The road had once been the main southwards artery but had long been replaced by the motorway, meaning that all the towns and villages through which it crosses have fallen into neglect thanks to an absence of passing traffic. Long, speed-camera-free straights were punctuated by abandoned garages, abandoned restaurants and abandoned hotels. It was quite a sad socio-economic vignette of a disappeared France, but it made for lovely Renault 4 motoring, the car lolloping along at a serene 45-50mph for mile after mile.



Small tabs beneath the headlamp offer adjustment for beam level when laden



Improvised tailgate latch is nearly a fix

There was no trouble along the way, but as I attuned myself to the Renault's soundtrack it became obvious that there was something that was not quite right. There was an oscillating noise that I couldn't quite put my finger on. At first, I thought it was a driveshaft. No: there was no clacking on full lock. It was also intermittent, and in the end I concluded that it must be a front wheel bearing. So far I haven't got around to confirming this diagnosis, but something needs to be done soon.

Other things on the list are working out why it's such a churn to get the car started – it can't just be spark plugs, can it? – and reattaching various trim panels that have sprung loose. There's also the driver's door, which needs re-hanging so that it doesn't sit so proud; the wind noise is currently awful as a result. Finally, I ought to look at the tailgate. The Normandy garage improvised a new catch, so that it now closes securely, but this has introduced a gap through which the exhaust gases can be sucked into the car.

As for the Twingo, in case you were wondering… Prices for the 1992-2007 first-generation Renault Twingos range from €400 to as much as €4000 (say £350 to £3500). I ended up paying €1400 (roughly £1200) for a shabby but sound 1998 example, to which had to be added €485 for a precautionary pump-and-belt replacement and a new engine mount. The car is a sweetie and a real delight to drive, with perfectly weighted controls that will be ideal for learner drivers.

Spacious, airy, comfortable and no-nonsense simple, it reinforces my belief that these baby Renaults are the cleverest small cars since the original BMC Mini.

Longstone
CLASSIC
TYRES

www.longstone.com Tel:+44(0)1302711123

We’ll keep your classics rolling

593 WAF
SAAB V4
SAAB
MNY 517P

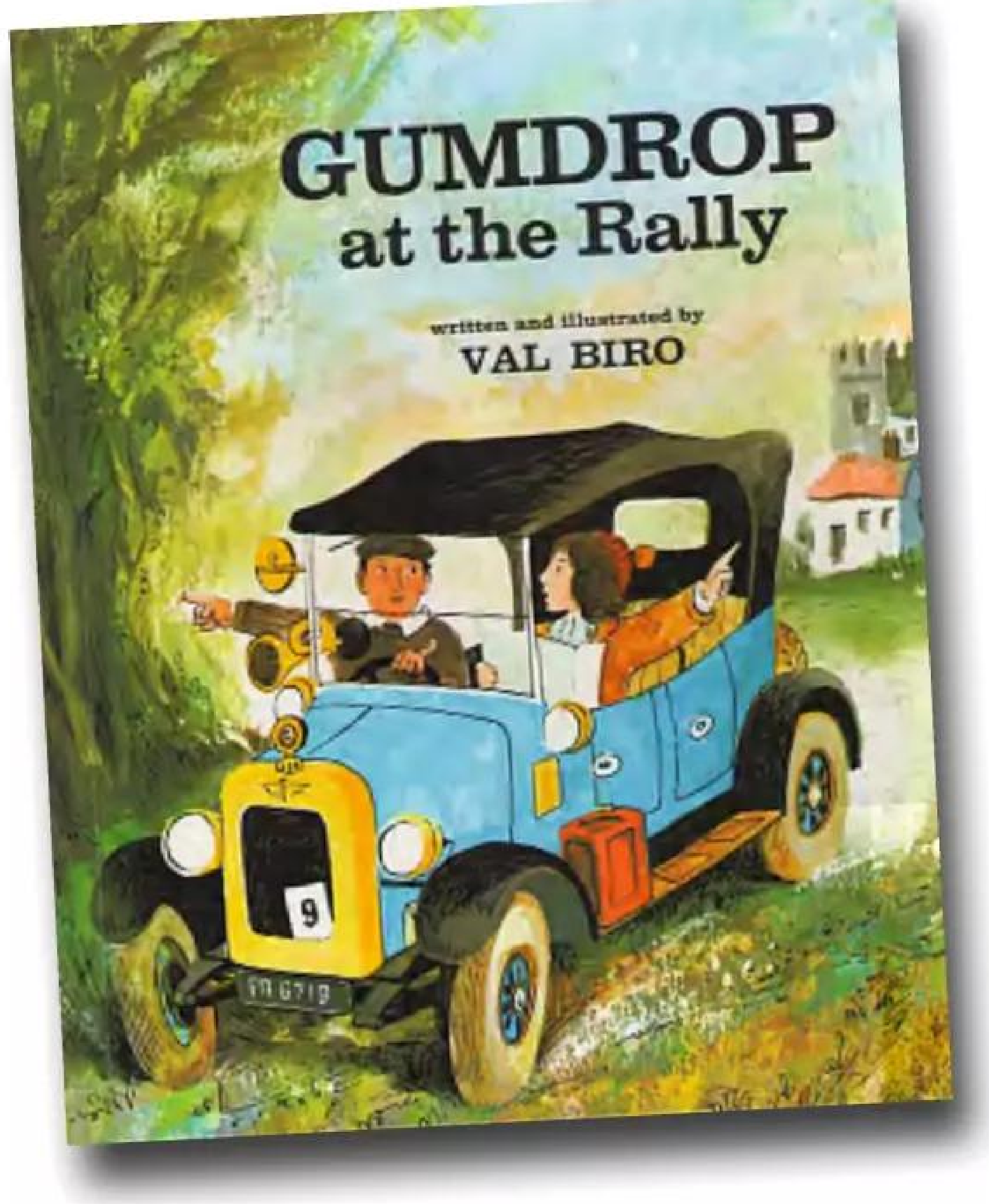
Austin
OU 2591

AUSTIN 12/4

OWNED BY Matthew Brock
FIRST CLASSIC Morris Minor
DREAM CLASSIC Ferrari 500 Superfast

GOODY GUMDROP, OUR OWN AUSTIN

I blame the *Gumdrop* books by Val Biro (below) – those tales were read to me by my mum when I was a child. They lingered long in the memory, and last year I started a new chapter of my own when I acquired a 1929 Austin 12/4 Burnham, my very own Gumdrop.



My girlfriend, Nadia, and I soon became acquainted with various aspects of vintage motoring. The education began immediately, as I drove the car back from buying it in Fowey, Cornwall. This Boxing Day trip was a steep learning curve: the starting procedure, the Autovac fuel supply, the advance/retard lever and the crash gearbox, which took more than a little finessing to gel with.

Back at home, this 95-year-old car fascinated the children, who were surprised that it was capable enough to use daily around our small town – Tavistock – for local trips. I soon began planning something more fun we could all get involved in. Before long, I had joined the Vintage Sports-Car Club and applied to participate in the Exmoor Fringe Trial. I had sent my entry in a little late, so we were on the provisional list, but 10 days before the event an email arrived confirming our participation. Having never competed in any such competition before, the crew – Nadia plus our three kids, all commandeered as 'bouncers' for the event – and I were totally fresh to the experience. An Austin 12/4 saloon is certainly not a natural trials car, so altogether we made up a rather unlikely entry.

> *'Driving a vintage car, in its original state, to and from the event felt to me very much in the spirit of things'*

The next step was to apply for a 'buff form' to verify the originality,

From far left: Matthew and the Brock bouncers assemble; very slippery conditions on Exmoor, but no less fun. Below: vintage enthusiasts in the making

Clockwise from left: ready to roll through rural Devon; 12/4 proved reliable; tense moment at the start

or otherwise, of the Austin and hence determine into which category we would be entered. As the day drew nearer, a few small additions and mods were made to OU 2591 to satisfy scrutineering.

The morning of the trial was an early start; we decided to drive to and from the event, which is not the norm. Chugging through the foggy, sleepy rural Devon landscape up to Exmoor was memorable in itself. Trialling was originally intended to prove the capabilities of road cars, and having a vintage car, in its original state, driven to and from the event felt to me to be very much in the spirit of things. I just had to make sure we were able to get home at the end of the day as well as give a solid account of ourselves on the course. No pressure, then!

At scrutineering the team lined up beside the Austin, and after a series of checks we were given our competition number. There was a sense of pride in passing, but also trepidation as the stickers were applied to the bodywork.

We lined up for the first hill with excitement and tension building among all of us, then I fed in the clutch and off we went. What the car lacks in power and agility, it made up for in traction and, from us, enthusiasm – particularly the bouncers in the back.

The 12/4 was totally dependable, with the only mishap occurring when the exhaust was wrenched from its mountings at the back by the rugged Exmoor mud when we were reversing out of one of the bumpier sections.

What we discovered on that trip, besides the spectacular scenery, was a wonderfully welcoming atmosphere of comradeship among our fellow enthusiasts. We all had great fun, and it has certainly sowed the seeds for participation in future events.

The budding bouncers will soon be old enough to drive the course themselves – the minimum age is 14 – and it's pleasing to see the passion towards vintage cars from the next generation. This dad had better get practicing his bouncing from the back seat.

Next we're planning to take the Austin to France in the school holidays. I'd like to think Val Biro himself would have approved.

HURTLE
AUTO PRINT WORKS

WIN A BESPOKE HURTLE PRINT

Send high-res photos (300dpi) and 700 words to *lizzie.pope@haymarket.com*. If your story is used, you'll get a personalised artwork featuring your classic

For further details, go to hurtleprints.etsy.com

Classics

At Hobbs Parker Car Auctions

Lot 900 - 2002
Subaru Impreza WRX-STi Prodrive

Lot 901 - 1964 Mercedes 230 SL

Lot 904 - 1977
Volkswagen Beetle 1303 Convertible

Lot 907 - 1977 Citroen AK400 Van

Lot 910 - 1966 Ford Mustang Coupe

Lot 912 - 1955 Triumph TR2

Lot 918 - 1980 MG Midget 1500 Sebring

Lot 926 - 2002 Bentley Arnage T Auto

Lot 931 - 1980 Triumph Dolomite Sprint

Lot 932 - 1939 Hotchkiss Jeep

Lot 939 - 1969
Ford Escort 8cwt D/L MkI Van

Lot 947 - 1969 Morris Minor 1000

Lot 950 - 1984
BMW 320i Baur Convertible E30

Lot 954 - 1986 Ford Capri Laser

Lot 955 - 1962 Volkswagen Beetle 1200

Lot 956 - 1971 Fiat 500

Lot 957 - 1953 MG TD

Lot 967 - 1969 Ford Thunderbird 429

Lot 976 - 1981 Mercedes 380 SL Auto

Lot 917 - 2003 Lotus Elise 111S

AUTUMN AUCTION
OCT
15

Our Autumn Classic Auction takes place from 12 noon on Wednesday 15th to Thursday 16th October 2025.

Enter your classic today!

ENTRIES CLOSE 10th October

hobbs parker
Classic Car Auctions

Contact James Johnson:
07786 927557
classiccars@hobbsparker.co.uk

01233 506266 www.**hobbsparker**.co.uk/cars Ashford Market | Orbital Park | Ashford | Kent TN24 0HB

Getting a grip: Paul Cowland's steering-wheel obsession began when he couldn't fit in his VW Beetle. Below: there are 50-plus cars in the Cowland collection

PAUL COWLAND

Special steering wheels play a starring role in this TV host's varied collection

WORDS **CHARLIE CALDERWOOD** PHOTOGRAPHY **MAX EDLESTON**

“It's the cheapest mod you can do that makes the car feel materially different,” says presenter Paul Cowland as he pulls steering wheel after steering wheel from a metal cupboard. He has more than 50 cars in his collection, but, including those already in the cars he owns, his steering-wheel assortment numbers at least twice that.

Growing up reading car magazines stuffed with adverts for parts and accessories, and later working in PR for the same firms, Paul is as much an enthusiast for the aftermarket scene as for classic cars: laminated catalogues and advertisements sit in binders in his office.

It started with the Volkswagen Beetles Paul struggled to fit into due to their large helms jostling for space with his legs, so swapping the factory wheel for a smaller, sportier item became his go-to. “It's the control surface you spend the most of your time touching,” he says. “A thicker, smaller wheel can transform the character of the car.” Paul has since replaced, or has plans to replace, the wheel of every car in his collection – up to the airbag era.

It's all about finding the right wheel to suit a given car for Paul, an aficionado of the scene who can tell not only a Momo from a Nardi, but also a Springalex from a Richbrook. Sometimes that just means swapping the standard part for a factory upgrade, such as the Alpine wheel in his Renault 5 TS, but for aftermarket options it rests on a combination of style, period and colour. A wood-rimmed Nardi awaits fitment to Paul's Peugeot 505 estate, with its dark-green paint and brown interior. As with many of the steering wheels in Paul's collection, finding the appropriate boss is as much part of the hunt as sourcing the wheel itself.

Values range wildly. A new-old-stock Momo item that was a rare option on 1983 Subarus and never offered in the UK cost Paul £400 – when fitted to the Subaru Leone it is slated for, it will represent a quarter of the entire value of the car. “Lots of them come from eBay or Facebook Marketplace, but there have been a couple of absolute birthdays at places such as the Beaulieu autojumble,” says Paul. “A brand-new, mint-in-box Hella wheel with the Audi Sport logo on it, for 50 quid. That's so rare.”

It's all about having an eye and being able to spot the pieces that only real nerds recognise. A new-old-stock, boxed Raid wheel is one of the prizes of Paul's collection. Identical to that used in contemporary Lamborghinis, with the exception of a small stamped logo, the wheel was picked up for £150, when true Lamborghini items sell for thousands in the same condition.

“My favourite steering wheel is in my white Saab 99, because of its story,” confirms Paul. The firm offered an official Moto-Lita option for a time, with a small ‘Saab’ script punched on one of the spokes, but he was unable to find one in decent condition. Eventually, Paul called the Moto-Lita factory and asked the team to make the closest thing it could: “They rang me up half an hour later and said, ‘You won't believe this, I've just gone in the stores and found a Saab blank. Do you want it?’ I was like, ‘Yes, I do!’”

Many of Paul's wheels will never find their way into a car. He's mooting a wall-mounted display of the more unusual items, such as his Springalex with square holes in its spokes, or the translucent, silicone-rimmed Richbrook “from the peak of the *Max Power* era”. He adds: “Of course, there's a joy in collecting them for their own sake. By design they are nice items to look at, and tactile things to hold.”

Caminos
by Casas Cantabricas

Independent Motor Touring in Spain & Portugal

Bespoke tours for groups & individual travellers

Discover a different side of Spain & Portugal with our bespoke, self-drive itineraries.

Explore the Picos or the Pyrenees - make a dash for Porto or head for the Med.

Travel when you like, at your own pace, and stay in our delightful, hand-picked hotels.

Platinum Trusted Service Award
2025
feefo
UK
BSK 485

AEA 335
JVU 533

Spain and Portugal - the perfect backdrop for the classic car road trip of a lifetime!

Cruise to Northern Spain with your treasured classic carand explore breathtaking mountain roads and coastal drives, world-class heritage sites, wines and food - all straight from the ferry!

AITO The Specialist Travel Association
ABTOT Member 5505

01223 328721 caminos.co.uk

CLASSIC
& SPORTS CAR

THE MARKETPLACE

The world's greatest classic market starts here: all the latest news, buying tips, sensational cars for sale, plus top products and services

152 **TRADE NEWS** Round-up from the industry
156 **THE SPECIALIST** Pristine Panel Work
158 **BUYER'S GUIDE** Volkswagen Golf GTI Mk1
167 **CLASSIFIED PICK** Ford Capri RS 3100
170 **CLASSIFIED PICK** Lancia Aprilia
173 **CLASSIFIED PICK** Triumph TR250
176 **CLASSIFIED PICK** Volkswagen Type 2

VOLKSWAGEN
GOLF GTI
PCU 780Y

PICK OF THE MONTH

Great classic cars, products and services from our partners

ADVERTISING FEATURE

2007 FERRARI 599GTB FIORANO F1

SPECIALIZEDVEHICLESOLUTIONS

SVS, Worsley, Greater Manchester; 0161 789 0504; svs-ltd.com

Supplied new in the UK by Lancaster Ferrari in Colchester to Formula One World Champion Jenson Button, this fabulous 599GTO is finished in Grigio Silverstone Metallic with Bordeaux hide interior, Daytona seats, and carbonfibre Driver Zone trim, door panels and external sill plates. It is in magnificent condition inside and out, having covered just 28,000 miles from new, with a full main-dealer/specialist service history. It comes complete with all the factory handbooks, service and warranty books, plus tools and spare keys. Superb value. **£79,950**

499
RANGE ROVER
BJ06 ZGM
BU55 TPG
V6 YCC

MODERN CLASSICS SOAR FOR ICONIC

Clockwise from left: royal Rangie made a record £132,750; 356 Speedster hit a UK high; unregistered XJS 4.0 cabrio took £77,625

Iconic Auctioneers claimed seven new live-auction world records and two for the UK from 22-24 August. Hosted at the Silverstone Festival, the combined 'Iconic' and 'Classic' sales totalled £9.8m with an 82% sell-through rate across the 346 cars on site, plus another 146 lots online.

Leading the charge were some spectacular results for modern classics, including a 1984 Opel Manta 400 at £112,500; a 1989 Volkswagen Golf Rallye with 22,221km, at £45,000; and a 2118-mile 2005 Nissan Patrol, taking a remarkable £40,500.

It was Queen Elizabeth II's 2006 supercharged Range Rover Vogue SE that stole all the headlines, however, with a heated bidding war between prospective buyers from Japan and the Caribbean switching the action from in the room to the phones, for a final result of £175,500. The same sale house set the previous auction record for an L322-generation Range Rover last year, at £132,750 for a 2004 example also previously part of the late monarch's fleet.

Iconic had more mixed success with its low-mileage Jaguar Legacy Collection, led by an unregistered, 306-mile 1994 XJS 4.0 Convertible that sold for £77,625: impressive, but still some distance shy of the £132,000 world-record sum the auction house achieved in 2022 for a similar car. One XJR-S V12 Celebration Le Mans coupé sold for £49,500, while another failed to reach its £55-65k guide, and a 9234-mile 1999 XKR Convertible fell a little flat at a £24,750 final sale price. However, the £52,313 found for a 2008 XKR-S with just 237 miles was remarkable for an X150-generation car.

UK market records were set at £94,500 for a 1970 example of the rarely seen Datsun Fairlady Z432 following its 2018 restoration, as well as the £393,750 sale of a 1955 Porsche 356 Pre-A 1500 Speedster.

Though shy of records, other notable results included £65,250 for a 10,600-mile 2009 Bentley Arnage T Final Series, £43,313 for a 21k-mile 2000 BMW Z3M Coupé and £85,500 for a 5500-mile 1978 Porsche 911SC, just nudging past the £84,938 secured for a nicely restored 1972 911E 2.4.

Iconic Auctioneers returns to the Classic Motor Show at the NEC Birmingham on 8-9 November for another combined sale.

AUSTIN RETURNS WITH 'SHOWPIECE' MINIS

Two recreated 1959 Mini 850s made their debuts at the Goodwood Revival on 12 September, under the resurrected Austin Cars banner that was acquired by Burlen Engineering in 2022.

Burlen describes the Minis as showpieces for its engineering and competition thinking, and the cars put in a stirring performance in this year's St Mary's Trophy race, with Nick Swift driving one to fourth place from 16th on Sunday. Owens Fabrication is responsible for the cars' bodyshells and rollcages, while Swiftune provides the race-specification engines, although both firms were instructed to retain a relatively standard-looking finish and the cars run on single carburettors.

Austin Cars Ltd managing director Mark Burnett adds: "There are probably 10-15 body panels that had to be modified, then 15-20 parts done from scratch or re-engineered."

"To put one of these on the road with a new '75' plate is possible," he says, "but it will be a lot of work to become a low-volume manufacturer. There are other little thoughts – I love the idea of an affordable, one-make junior championship."

Burlen Engineering was founded in 1971 to produce car parts, acquiring The SU Carburettor Company in 1996 and Amal in 2003. In 2020 it began manufacturing parts for the Austin J40 pedal car, then building replicas from 2022.

BLOCKBUSTER McLAREN COLLECTION SELLS

The extraordinary group of 20 McLaren supercars owned by the late Mansour Ojjeh has been sold as a single lot to an anonymous buyer for an undisclosed sum, via dealer Tom Hartley Jnr. The former CEO of Techniques d'Avant Garde (the firm that became a controlling shareholder of McLaren in 1984) was a driving force behind McLaren's road cars. He began his latest car collection with the last-built F1 finished in Yquem, now known as Mansour Orange. Completed on 25 May 1998, the car was first destined for Mansour's brother, Aziz Ojjeh. After selling his Ferrari collection, Mansour added more McLarens that were last off the line, and all but the F1 and P1 GTR have been kept with mere delivery mileage. Ojjeh passed away in 2021, and his family appointed Tom Hartley Jnr to sell the collection in June.

Tom reports that the F1, which has covered 1810km (1125 miles), received "record-breaking" offers, suggesting sums in excess of the $20,465,000 achieved by Gooding & Co for a 242-mile example in August 2021. But a condition of the sale was that the set be sold as one. All the cars are special versions, including six 'LT' models, three Sennas (among them an LM and a GT) and a 2021 Speedtail.

The rarest and most dramatic cars are the 2021 Sabre, one of just 16 examples built and combining Senna performance levels with Speedtail design elements, and the windscreen-less 2023 Elva. While examples of the Senna and Elva have traded at auction for around £1m, the Sabre is a rarer sight. Mecum Auctions estimated $4.5-5m for its 100-mile example in 2022, but sold neither that car nor one with 2464 miles this May.

GVE TURMOIL USPETS CUSTOMERS

Supercar dealer GVE London appointed administrators on 1 September, sparking concerns among owners of cars being sold on their behalf by the business on sale-or-return agreements. Founder David Rai took to social media on 30 August with a message saying: 'This is not an administration. It is a process we had to undertake after we uncovered a substantial fraud within the business; we've deployed this to safeguard the assets of the company and allow us to carry on in our negotiations with prospective investors that we've been having for many weeks.'

CAR DEALER MAGAZINE

Rai added: 'The dealership is not closed, we are open. The showroom is open and the staff are here.' However, *Yahoo! News* reported on 2 September that a number of irate owners were unable to locate their cars or receive payment.

The company was founded in 2009. It changed its name from Global Vehicle Exports London Ltd to GVE London in 2013, as it shifted focus from a sales model that often exported stock to the Middle East to a sale-or-return model that, according to an interview by *Car Dealer Magazine* earlier this year, accounted for 80% of its stock. GVE gained popularity online with the support of influencers and 169,000 Instagram followers.

Its most recent, unaudited financial statement, for the year ending 28 November 2023, showed £465,000 in stock and £55,659 in its profit and loss account; recorded turnover in 2022 was £42m. Continuing his 1 September statement, Rai suggested that GVE London was looking forward to developing 'a state-of-the-art showroom in West London'.

LOTS TO WATCH

Land-Rover Carawagon
H&H estimates £15-17k for this 1971 Series IIA, a sought-after Searle conversion, at its Buxton sale on 15 October.

Mathis-Martini Type P
This rare 1922 11hp Mathis will be offered at Oldtimer Galerie's 18 October auction held in Toffen, Switzerland.

Shelby GT500
Mecum Auctions will offer this 7763-mile 1970 example with manual transmission on 15 November in Las Vegas.

AUCTION DIARY

OCTOBER

8-9 RM Sotheby's Hershey, PA, USA *rmsothebys.com*

8-10 Mathewsons Online (UK) *mathewsons.co.uk*

10 Broad Arrow Auctions Knokke-Heist, Belgium *broadarrowauctions.com*

10-19 Donington Online (Aus) *doningtonauctions.com.au*

11 Aguttes Brussels, Belgium *aguttes.com*

11 Barons MPC Southampton, Hants *barons-auctions.com*

11 RM Sotheby's Zurich, Switzerland *rmsothebys.com*

12 Bonhams|Cars Knokke-Heist, Belgium *bonhams.com*

15 H&H Buxton, Derbyshire *handh.co.uk*

15-16 Hobbs Parker Online (UK) *hobbsparker.co.uk*

16-19 Barrett-Jackson Arizona, USA *barrett-jackson.com*

18 Manor Park Classics Runcorn, Cheshire *manorparkclassics.com*

18 Oldtimer Galerie Toffen, Switzerland *oldtimergalerie.ch*

18 RM Sotheby's Munich, Germany *rmsothebys.com*

23 Charterhouse Somerset *charterhouse-auction.com*

24-2/11 Hampson Auctions Online (UK) *hampsonauctions.com*

25 WB & Sons Killingworth, Tyne and Wear *wbandsons.com*

25-29 Brightwells Leominster, Herefordshire *brightwells.com*

29-1/11 Mecum Auctions Dallas, TX, USA *mecumauctions.com*

30 SWVA Holton Heath, Dorset *swva.co.uk*

31 Bonhams|Cars London *bonhams.com*

31 Broad Arrow Auctions NV, USA *broadarrowauctions.com*

NOVEMBER

1 Broad Arrow Auctions Zürich, Switzerland *broadarrowauctions.com*

1 RM Sotheby's London *rmsothebys.com*

1-2 Anglia Car Auctions Norfolk *angliacarauctions.co.uk*

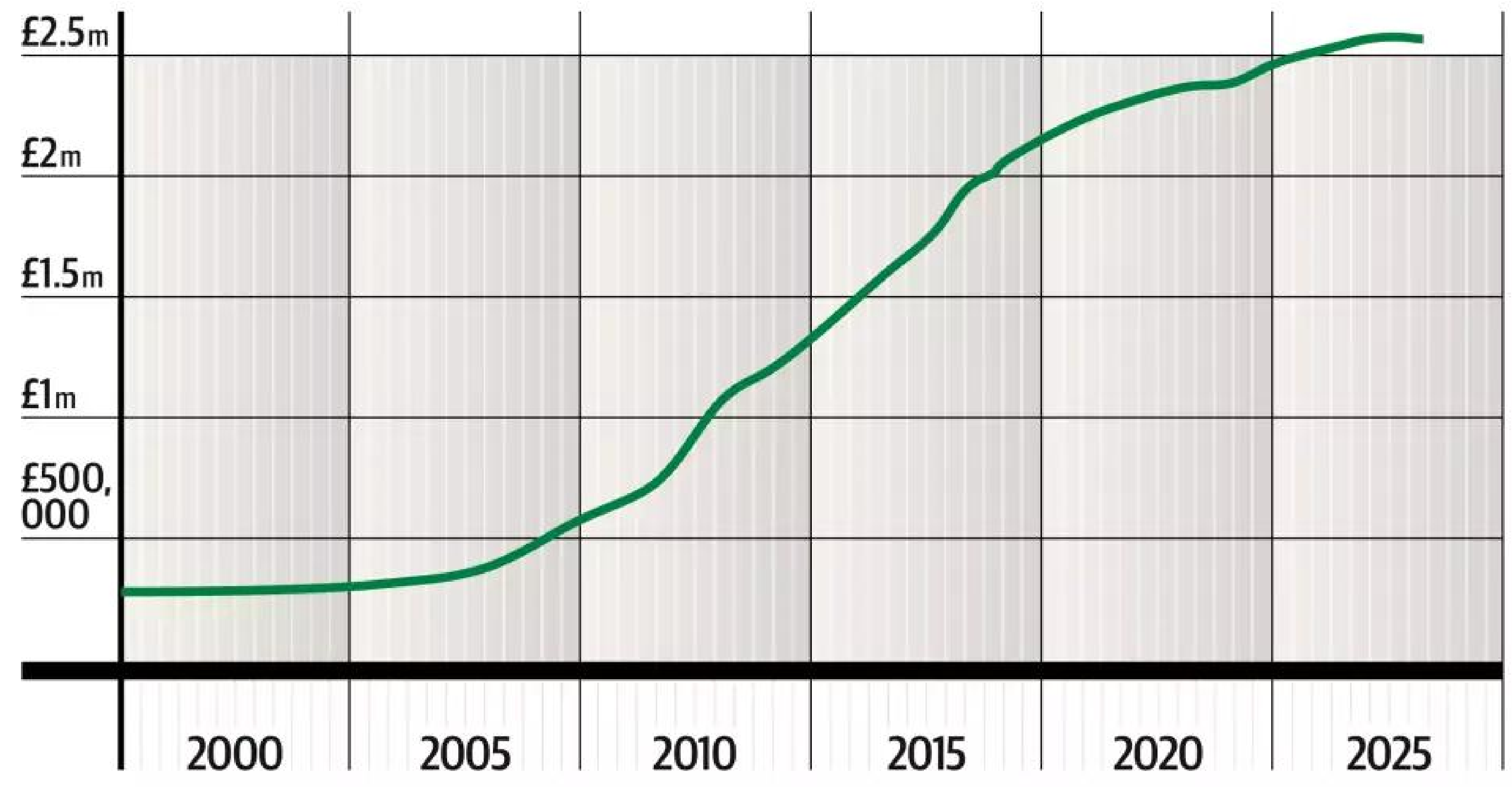
7-9 Osenat Lyon, France *osenat.com*

Details correct at time of writing – please check that sales are on before visiting venues

Buckley's deals on wheels

ON TOP OF THE WORLD

Where are Ferrari 250 prices going?



Rolling average sold price of all Ferrari 250 variants from global auction results

MEAN AVERAGE VALUES INCREASED BY **400%** FROM 2005 TO 2015

2025 MEDIAN AVERAGE IS **£960K**, DOWN FROM £1.12M IN 2015

CALIFORNIAS HAVE CONTINUED TO CLIMB ABOVE £9M SINCE 2020

For most of us, the auction performance of Ferrari 250GTs is of academic interest. Still, it costs nothing to follow the financial fortunes of an automobile that is considered to be a mobile work of art – and valued accordingly.

The 1954-'64 250 family spans 2826 cars and 11 varieties if you include the competition-focused SWB (£5-7m), GTO (the last one sold publicly made $70m) and TdF (£3.5-4m+), and the early GT Europa and Boano/Ellena-bodied cars. At £6469, the SWB cost the same as a PF Coupé, which today is only one up the pecking order from the four-seater GTE.

By far the most prolific of the breed (at 950), the GTE was in the doldrums for decades, with many used as donors for replicas. Today a project is £200k, but prices peaked at c$600k in 2021. They look to have softened if the 2025 Monterey sales are anything to go by, after a surge in the early 2000s. One 'highly original' GTE sold for $357k by Gooding Christie's this year made $535k the last time it came to market.

The pretty Lussos did well in period, at 350 cars; they were $2m-plus a couple of years ago, but have levelled off at $1.1-1.7m. The Series II Cabrios are pegged at roughly the same level. Ferrari made 212 of these compared with just 36 Series Is – the last one sold, in 2022, made $6.8m – but SWB California Spiders are a different game at $7-14m and still rising; Gooding's rare Competizione made $25.5m this year.

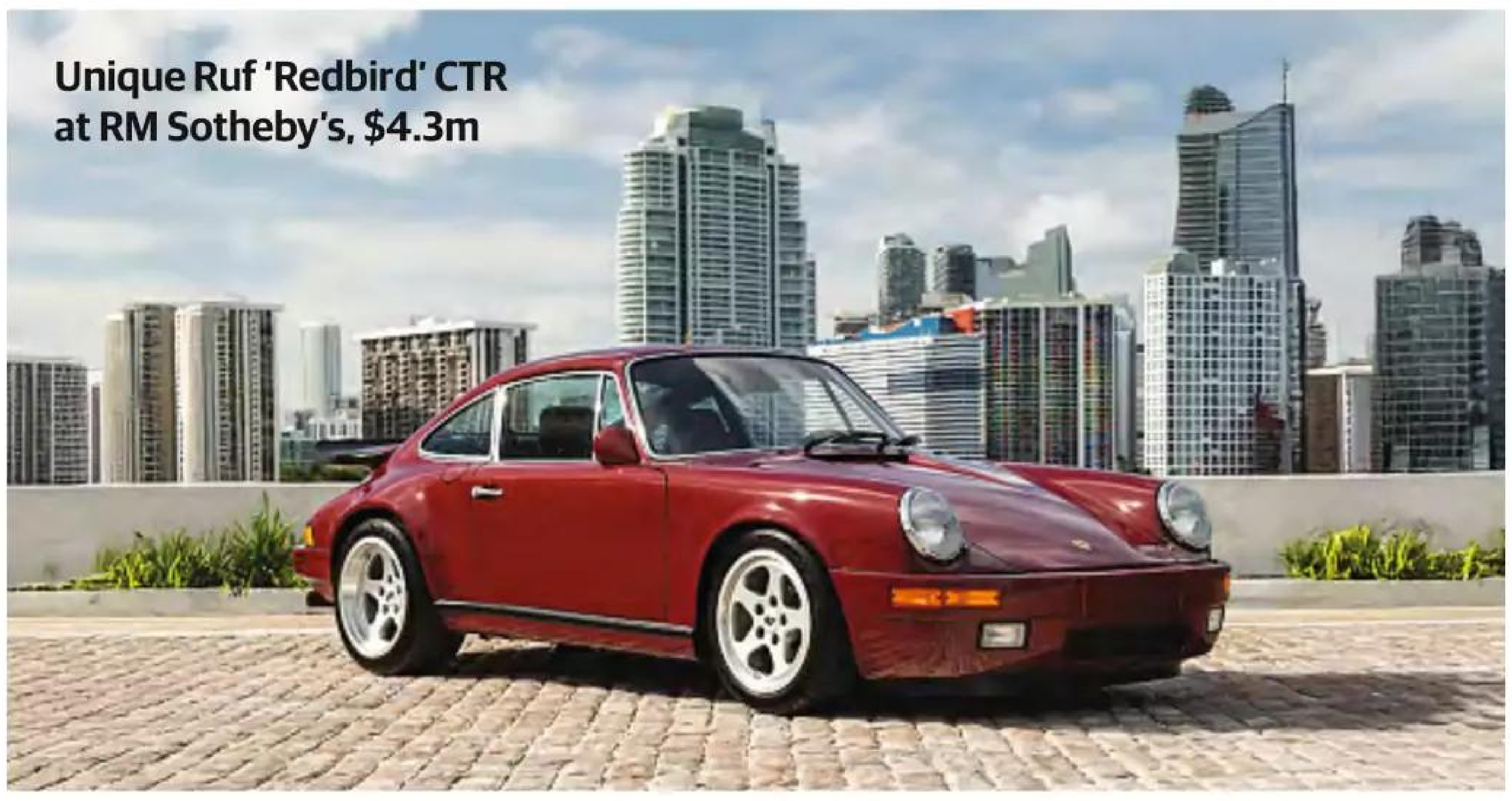
The preference for 'new build' versions of the top models may have a bearing on GTE values. "GTO Engineering can build you a brand-new SWB or GTO," says Mark Devaney of 24 Hundred. "Previously a donor was needed; this would be exposed to the fluctuations in market conditions and need restoration alongside the conversion, so there were complications and uncertainty over costs. Now there is a move away from the converted cars: the preference is for a new build or even a restomod. The good news is that GTEs are now being appreciated for what they are."

The Classic Valuer uses global auction data to provide motoring market insights. For more, visit ***theclassicvaluer.com***

THE CLASSIC VALUER

AUCTION RESULTS

August's top 50 worldwide sales



Unique Ruf 'Redbird' CTR at RM Sotheby's, $4.3m

Broad Arrow's $3.2m record Koenigsegg

$1.77m for Audi quattro S1 E2, Bonhams

PRICE	CAR	SALE
£18,725,700	**1961 Ferrari 250GT SWB California Spider Competizione**	Gooding Christie's, Pebble Beach, USA
£8,143,700	**1993 Ferrari F40 LM by Michelotto**	RM Sotheby's, Monterey, USA
£6,841,300	**1995 Ferrari F50**	RM Sotheby's, Monterey, USA
£6,332,550	**2020 Bugatti Divo**	Bonhams|Cars, Carmel, USA
£6,027,300	**1973 Ferrari 365GTB/4 Daytona Competizione Series 3**	Gooding Christie's, Pebble Beach, USA
£5,587,000	**1961 Ferrari 250GT SWB California Spider**	Gooding Christie's, Pebble Beach, USA
£5,376,100	**1957 Ferrari 250GT LWB California Spider *prototipo***	Gooding Christie's, Pebble Beach, USA
£4,969,100	**2017 Ferrari LaFerrari Aperta**	RM Sotheby's, Monterey, USA
£3,951,600	**1935 Mercedes-Benz 500K Spezial Roadster**	RM Sotheby's, Monterey, USA
£3,870,200	**2015 Ferrari LaFerrari**	RM Sotheby's, Monterey, USA
£3,849,850	**2005 Maserati MC12 Stradale**	Broad Arrow Auctions, Monterey, USA
£3,589,000	**1958 Ferrari 250GT Tour de France**	Gooding Christie's, Pebble Beach, USA
£3,259,700	**1935 Duesenberg Model J Torpedo Phaeton**	RM Sotheby's, Monterey, USA
£3,178,300	**1989 Ruf CTR1 'Redbird' Lightweight**	RM Sotheby's, Monterey, USA
£2,852,700	**1990 Ferrari F40**	RM Sotheby's, Monterey, USA
£2,812,000	**1990 Ferrari F40**	Gooding Christie's, Pebble Beach, USA
£2,689,900	**1952 Jaguar C-type**	Gooding Christie's, Pebble Beach, USA
£2,608,500	**1960 Porsche 718 RS60 Spyder**	RM Sotheby's, Monterey, USA
£2,445,700	**2010 Ferrari 599XX Evo**	RM Sotheby's, Monterey, USA
£2,445,700	**2017 Pagani Huayra Roadster**	Bonhams|Cars, Carmel, USA
£2,384,650	**2008 Koenigsegg CCXR**	Broad Arrow Auctions, Monterey, USA
£2,364,300	**1961 Aston Martin DB4GT**	Gooding Christie's, Pebble Beach, USA
£2,242,200	**1951 Ferrari 340 America Touring Berlinetta**	RM Sotheby's, Monterey, USA
£2,038,700	**1992 Ferrari F40**	RM Sotheby's, Monterey, USA
£2,038,700	**1994 Bugatti EB110 Super Sport**	Gooding Christie's, Pebble Beach, USA
£1,998,000	**2015 Porsche 918 Spyder**	RM Sotheby's, Monterey, USA
£1,957,300	**1991 Porsche 911 (964) by Singer**	Broad Arrow Auctions, Monterey, USA
£1,896,250	**1967 Ferrari 275GTB/4**	Broad Arrow Auctions, Monterey, USA
£1,672,400	**2017 Porsche 911 (991) RSR**	Gooding Christie's, Pebble Beach, USA
£1,631,700	**1931 Bentley 8 Litre Sports Coupé-Cabriolet**	RM Sotheby's, Monterey, USA
£1,631,700	**2020 McLaren Speedtail**	RM Sotheby's, Monterey, USA
£1,591,000	**1929 Bentley Speed Six Drophead Coupé**	Gooding Christie's, Pebble Beach, USA
£1,591,000	**1963 Mercedes-Benz 300SL Roadster**	Gooding Christie's, Pebble Beach, USA
£1,509,600	**1987 Porsche 959 Komfort**	RM Sotheby's, Monterey, USA
£1,509,600	**2011 Ferrari 599GTO**	RM Sotheby's, Monterey, USA
£1,465,200	**1969 Lamborghini Miura S**	Mecum Auctions, Monterey, USA
£1,428,200	**1988 Porsche 911 TAG turbo by Lanzante**	RM Sotheby's, Monterey, USA
£1,407,850	**1955 Mercedes-Benz 300SL Gullwing**	Broad Arrow Auctions, Monterey, USA
£1,387,500	**1965 Ferrari 275GTS**	Gooding Christie's, Pebble Beach, USA
£1,306,100	**1968 Lamborghini Miura**	Gooding Christie's, Pebble Beach, USA
£1,306,100	**1985 Audi Sport quattro S1 E2**	Bonhams|Cars, Carmel, USA
£1,265,400	**1965 Aston Martin DB5 Convertible**	RM Sotheby's, Monterey, USA
£1,224,700	**2005 Porsche Carrera GT**	Gooding Christie's, Pebble Beach, USA
£1,221,000	**1957 Mercedes-Benz 300SL Gullwing**	Mecum Auctions, Monterey, USA
£1,200,280	**1963 Ferrari 250GT Lusso**	Broad Arrow Auctions, Monterey, USA
£1,184,000	**1980 BMW M1 Procar**	Broad Arrow Auctions, Monterey, USA
£1,163,650	**1956 Mercedes-Benz 300SL Gullwing**	Gooding Christie's, Pebble Beach, USA
£1,143,300	**1948 Tucker 48**	Gooding Christie's, Pebble Beach, USA
£1,143,300	**1957 Mercedes-Benz 300SL Roadster**	Gooding Christie's, Pebble Beach, USA
£1,143,300	**1962 Shelby Cobra 260**	Broad Arrow Auctions, Monterey, USA

Excluding cars under five years old. Exchange rates correct at time of sale; prices include buyer's premium. For more, see ***classicandsportscar.com***

Scale 1/18

30 years est.1995 CMC CLASSIC MODEL CARS

CMC Ferrari 250 LM

The revolution in racing car construction at Ferrari

**M-261, M-262, M-263,
M-264, M-265, M-266,
M-267, M-268, M-278**
CMC Ferrari 250LM.
Nine versions, nine characters.

CMC GmbH & Co. KG · Classic Model Cars
Stuttgarter Str. 106 · D 70736 Fellbach
Tel.: +49 711 44 00 799-0
info@cmc-modelcars.de · www.cmc-modelcars.de

EXTRAORDINARY
IN A CLASS OF THE EXQUISITE

CMC Exclusive Modelle

WISH WE'D KEPT IT IN AN AIRCHAMBER!

Airchamber quickly converts any garage, barn or shed into the ideal dry, dust free storage area for your car, bike or personal possessions.

It's the ideal, economical solution for dry storage in damp buildings, constantly preventing unseen condensation from causing corrosion, mildew and rot.

Our unique **inner frame** maximises internal space and allows instant drive-in convenience and access to your vehicle. With no cover to drag over bodywork, Airchamber is much less trouble to use than a bubble!

Choose from our range of 9 sizes which cover most vehicle and storage area dimensions and benefit from Airchamber's ultra-low running costs while giving your vehicle the ultimate protection it deserves, all year long.

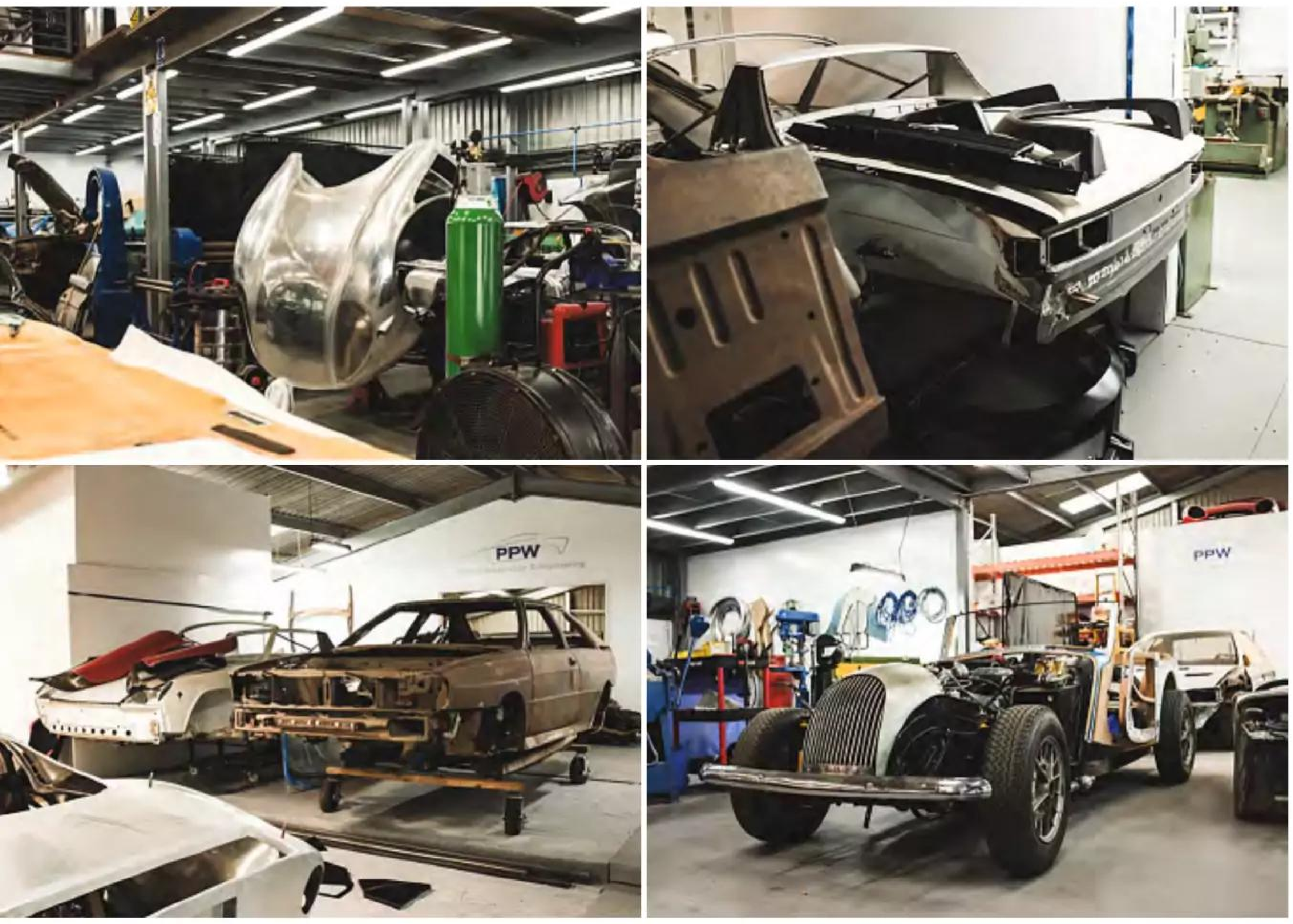
For prompt delivery of Airchambers, replacement parts and technical advice call **Airchamber UK** on:

+44 (0)1367 718550 | www.airchamber.uk

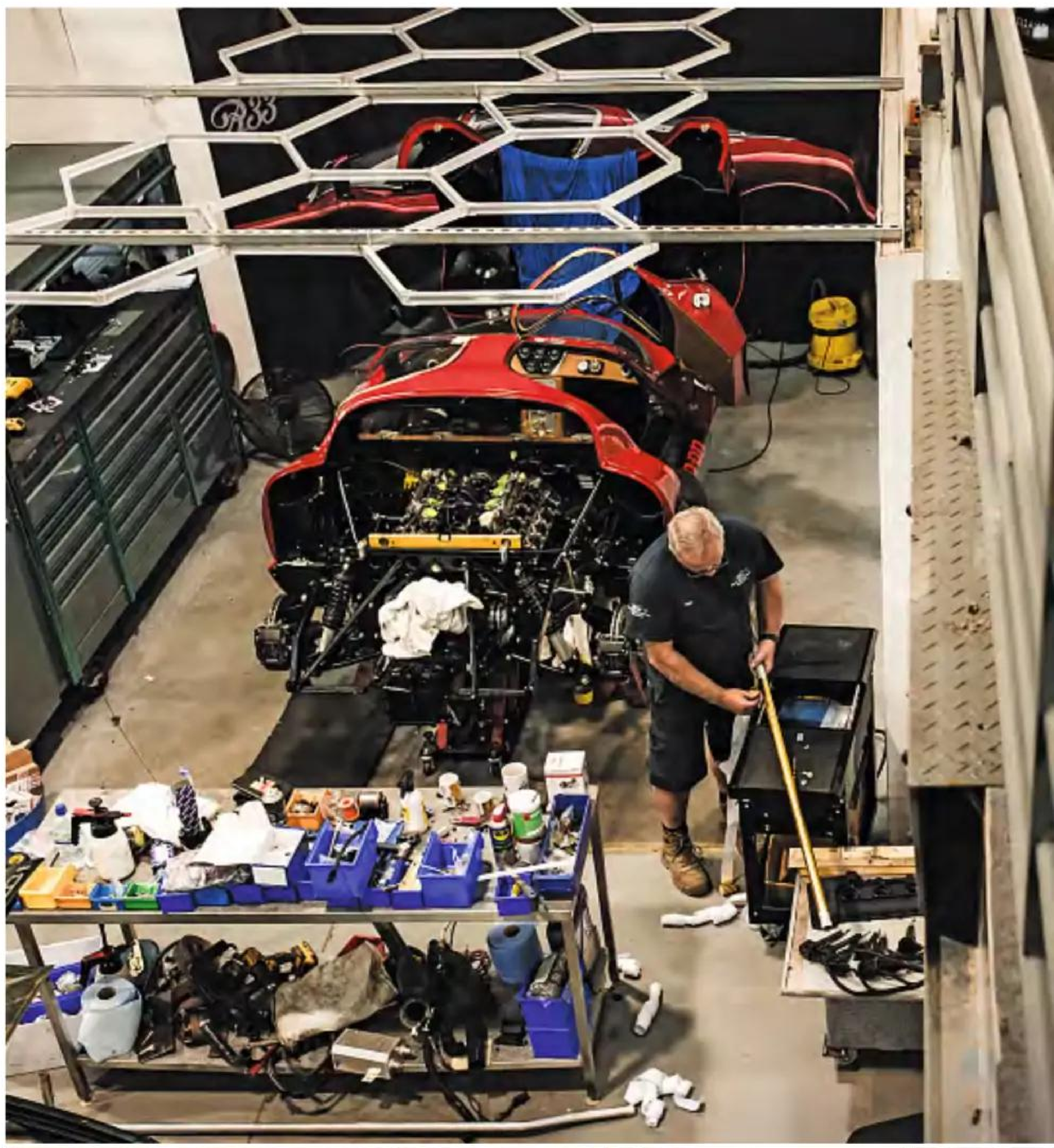
AIRCHAMBER

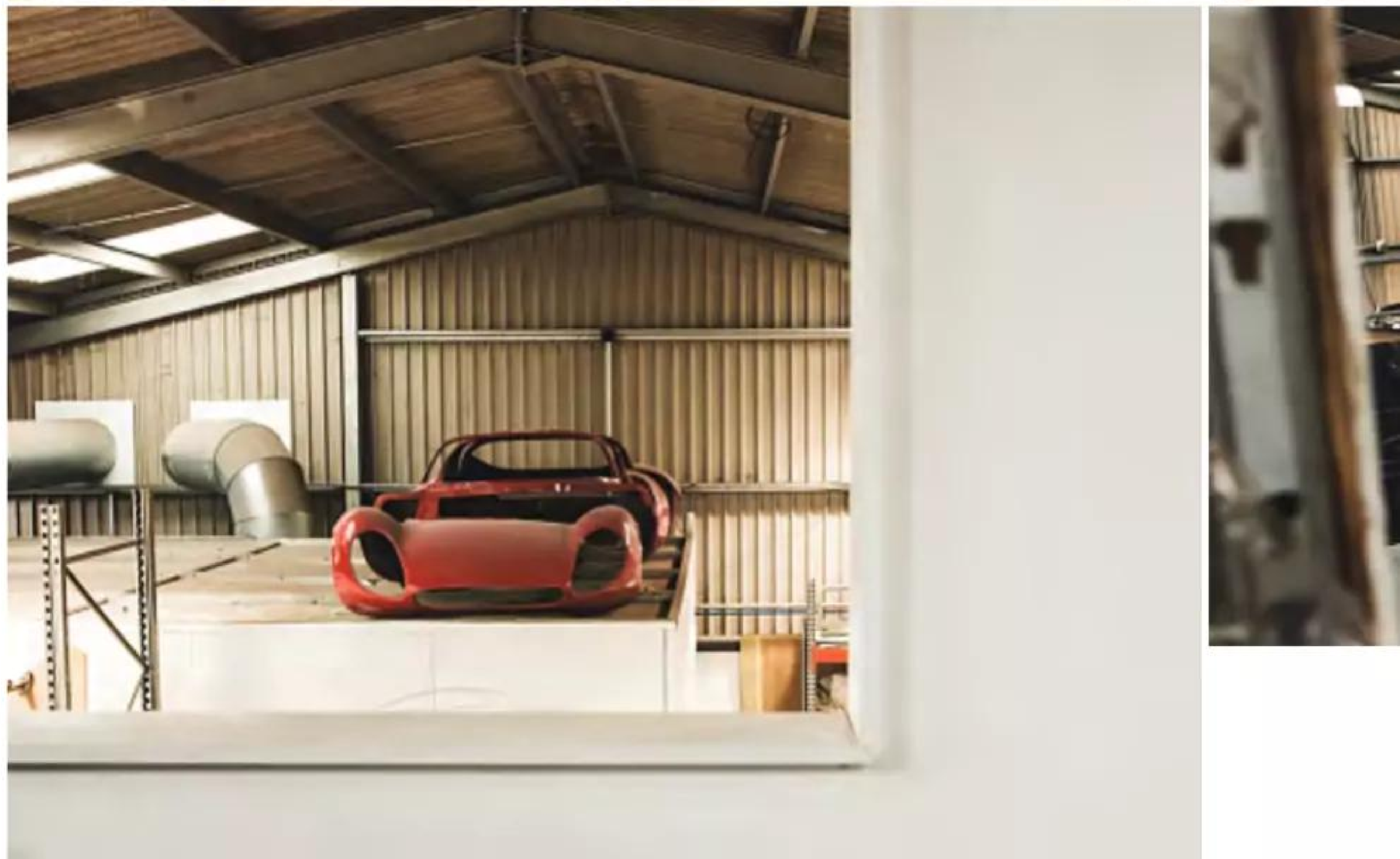
Image courtesy of H&H Auctions.

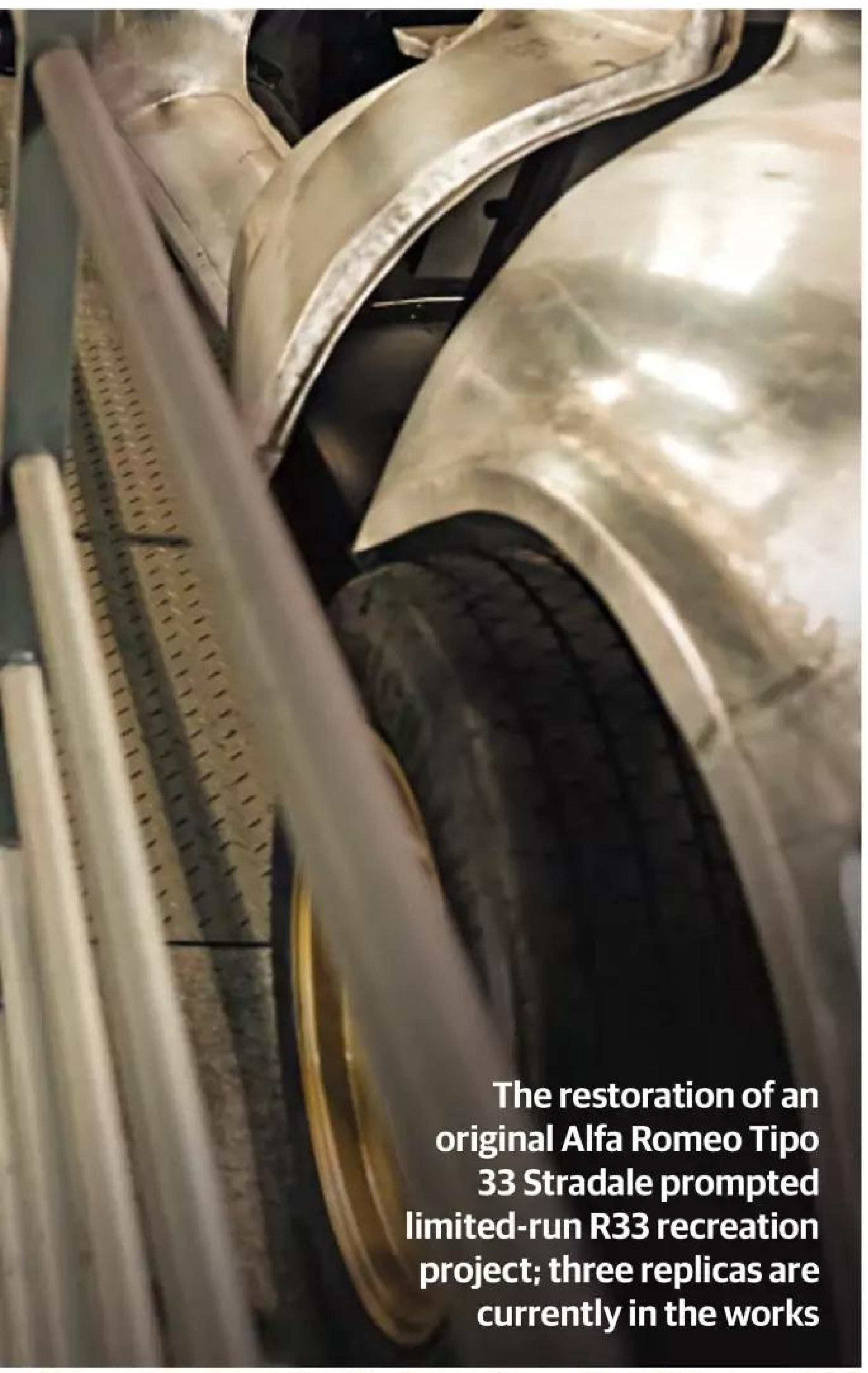
Lee, second from left, runs Pristine's busy and talented team with the help of wife Jayne



Clockwise from top left: T33 body in busy workshop; Porsche 914 awaits attention; Morgan is familiar ground for Lee; early quattro restoration using all factory panels. Below: Aston V8







The restoration of an original Alfa Romeo Tipo 33 Stradale prompted limited-run R33 recreation project; three replicas are currently in the works

BEATING A PATH TO PERFECTION

A penchant for panelbeating has evolved into a full-scale restoration business that doesn't cut corners

WORDS **MARTIN BUCKLEY** PHOTOGRAPHY **JACK HARRISON**

Pristine Panel Work founder Lee Irish began his journey in classic craftsmanship as an apprentice at Morgan more than a decade ago. Today, he leads one of the UK's most respected restoration workshops, which is renowned for exceptional metalwork, concours-winning finishes and an uncompromising eye for detail.

"I started out as a panelbeater," says Lee. "I learned the ropes at Morgan before moving to Superform Aluminium and then Ferrari." After returning from Italy, Lee was approached by the revived Morris Commercial brand to make prototype bodies for the electric JE van. At the same time, he worked weekends from a farm unit, crafting one car body at a time – a side project that soon became a full-time venture as Lee's reputation for quality attracted more clients than he could handle alone: "I'd finish a body and the customer would ask, 'Can you sort the paintwork, too?'"

So today, Pristine offers everything from traditional cellulose finishes to water-based and 2K paintwork, all to concours standard. "Before long, customers were asking if we could reassemble their cars," says Lee, "so we took on mechanical work. There's a Mk1 Cortina on the ramp right now with an oil leak!" A trimmer will soon join the resident team, completing the company's transformation into a one-stop shop for classic-car restoration. "We've done everything from repairing a modern coach after an accident to building a concours-winning Triumph Stag that beat a Frazer Nash owned by Ron Dennis," says Lee.

The most ambitious venture to date is the R33 project: an ultra-limited run of 33 Alfa Romeo Tipo 33 Stradale recreations, built entirely in-house. "We restored one of the original 12," Lee explains. "That led to a customer asking us for a recreation. We wanted to do something different in the replica world, and this really struck a chord."

Each Stradale features a Maserati 4.2-litre V8 paired with a bespoke gearbox designed for driver engagement and mechanical purity. Three recreations are under way, with updates such as adjustable seats, air-con and even a usable boot – the original only housed a spare wheel.

PPW's back catalogue is just as impressive: an aluminium-bodied Jensen Interceptor (built using the original as a buck), a meticulous early BMW 3.0 CSL restoration and an upcoming project with an ex-Mussolini Alfa 8C. Lee's experience in shaping ash frames, developed while working on Morgan's SP1 concept in 2014, pays dividends on vintage commissions.

The firm is now based in a bright, modern facility near Upton-upon-Severn. "It's more like a laboratory," Lee jokes. "I'm obsessive about keeping it spotless – it drives the team mad."

That diligence is reflected in everything it does. Take, for example, a recent Rover P5B 3½ Litre Coupé restored for a client who had searched the country for a top-tier example. "We viewed car after car," says Lee. "They all looked great until you got underneath, so we restored one from scratch. We even visited the Queen's P5B at Gaydon to get every detail right. It's so perfect, the client may never drive it."

Pristine's six-person workshop team is supported by Lee's wife, Jayne, who handles day-to-day operations and keeps it all running smoothly. "Lee has got such passion for the job," says Jayne. "He really puts his heart into every project. High-end restoration isn't the quickest or easiest business, but we have built a reputation by doing things properly."

Lee concurs: "We've learned to document everything clearly. Some jobs take more time than people realise, so we make sure that our customers are kept fully informed throughout. It's all about transparency and trust.

"I suppose I'm a bit of a perfectionist. We sometimes get asked for shortcuts or quick fixes, but that's just not us. If it's not top-notch, we won't put our name to it."

The knowledge

Name Pristine Panel Work
Address Ryall Court, Upton-upon-Severn, Worcester
Specialism Coachbuilding, paintwork and full restoration
Staff Six **Prices** £85/hour
Tel 07912 019536
Web pristinepanelwork.co.uk

VW GOLF GTI Mk1

The ultimate hot-hatch icon is now a rock-solid and appreciating classic

WORDS **MALCOLM McKAY** PHOTOGRAPHY **JAMES MANN**

Alfasud designer Giorgetto Giugiaro was given *carte blanche* by Volkswagen to design the Golf, the Italian chosen because he'd studied manufacturing methods. The car entered production with minimal changes in 1974, just tweaked to meet US legislation. The purity of shape shone through and the 1980 facelift even reinstated his larger rear lights, which VW had made smaller to reduce costs.

Stiff and light, the Golf's 'Origami school' bodyshell was ideal for purpose and gave excellent fuel economy, too – aided by a new 1100cc overhead-cam engine leaning forwards with a four-speed, all-synchromesh gearbox. The 1500 unit leaned back; it had already been used in the Audi 80 and Passat and could be specified with an automatic transmission.

The Golf name referred not to the game but to the Gulf Stream (*Golfstrom* in German), in parallel with the names Passat and Scirocco (and later Jetta), which were all wind-related. But that didn't stop the GTI being given a black golfball gearknob! The Scirocco had previewed the Golf's great-handling chassis set-up; the GTI, viewed at first as a 5000-off homologation special for Group 1 racing, was developed by uprating the suspension with anti-roll bars, a lower ride height and wide wheels with black plastic wheelarch extensions. The engine got Bosch K-Jetronic injection, higher compression, bigger valves and bowl-in-piston combustion chambers. The rear wash/wipe was a novelty, supplied by its own water bottle in the boot.

Motor's road testers were as astonished by the GTI's smoothness and refinement as they were by its pace and handling. When the Escort XR3 came along, VW added a five-speed 'box and blew it into the weeds; then when Ford and General Motors added injection, VW upped the engine to 1.8 litres with big valves and higher compression, higher gearing and a multi-function trip computer, all without raising the price. The GTI legend was firmly established.

Tartan-trim pre-'81 GTIs with smaller rear lights are now rare: they rusted away before values rose enough to make them worth saving. Better rustproofing and wheelarch liners came in August 1980 on facelifted cars: these and especially 1.8s have survived better, but can still be very rotten. Originality of trim details is also key, because parts availability is limited.

TROUBLE SPOTS

RUST Inner front wings, base of 'screen pillars, around all windscreen and sunroof apertures, front valance, door bottoms, sills, wheelarches behind plastic covers, rear suspension mounts, spare-wheel well, under rear hatch seal to body, fuel lines and fuel filler neck

ENGINE 1600 block can crack between head bolts and water jacket. Watch for smoke (engine work needed) and poor running. Fuel-injection parts are scarce

GEARBOX Second-gear synchros wear: check for ease of engagement in first and fifth, and look out for clutch slip

BRAKES Cross-linkages seize; check slave cylinders, calipers, self-adjusting mechanism

ELECTRICS Ensure everything works and that the fusebox is dry and tidy

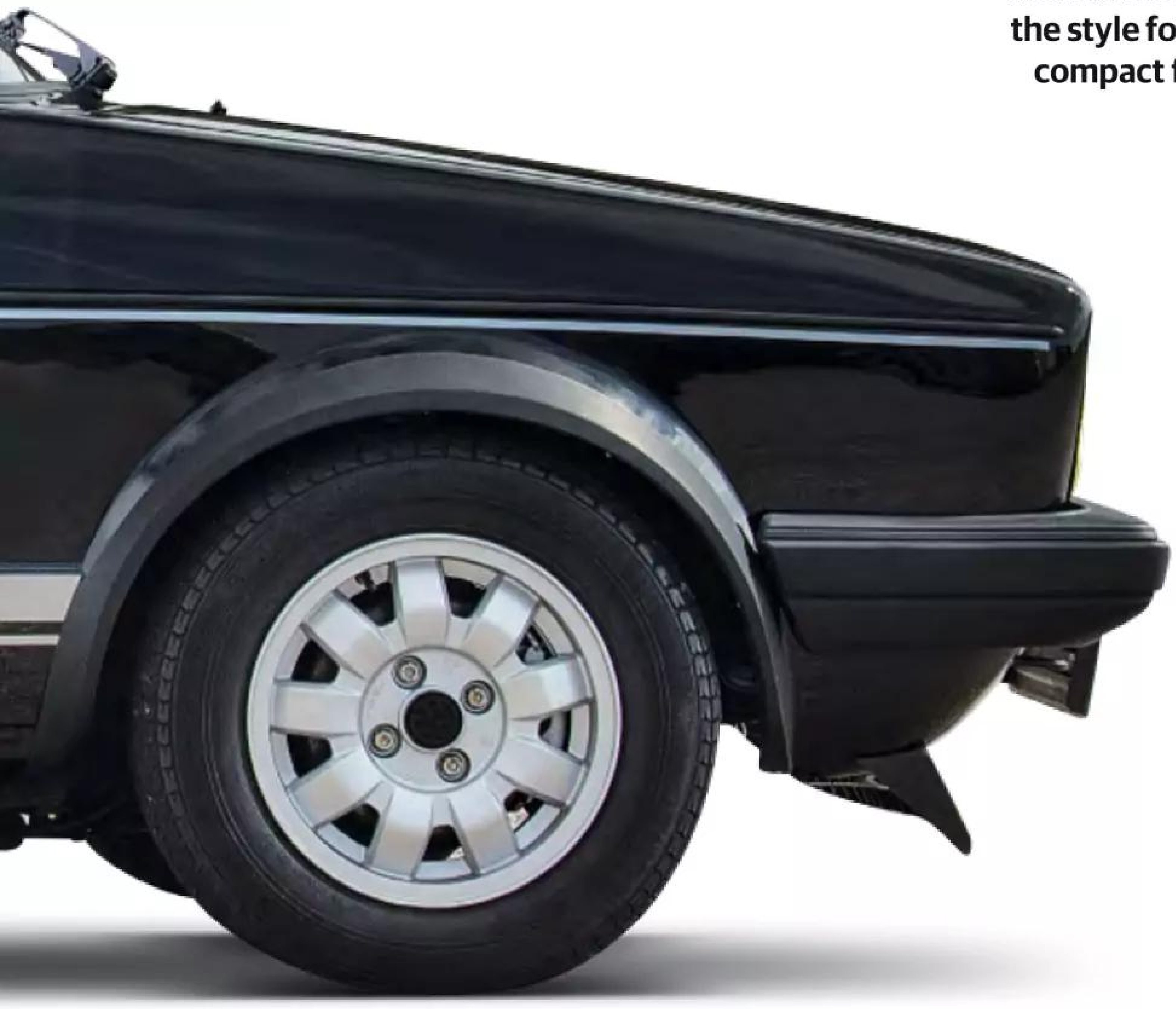
SUSPENSION Modifications can spoil the ride/handling balance

TRIM Many items are no longer available

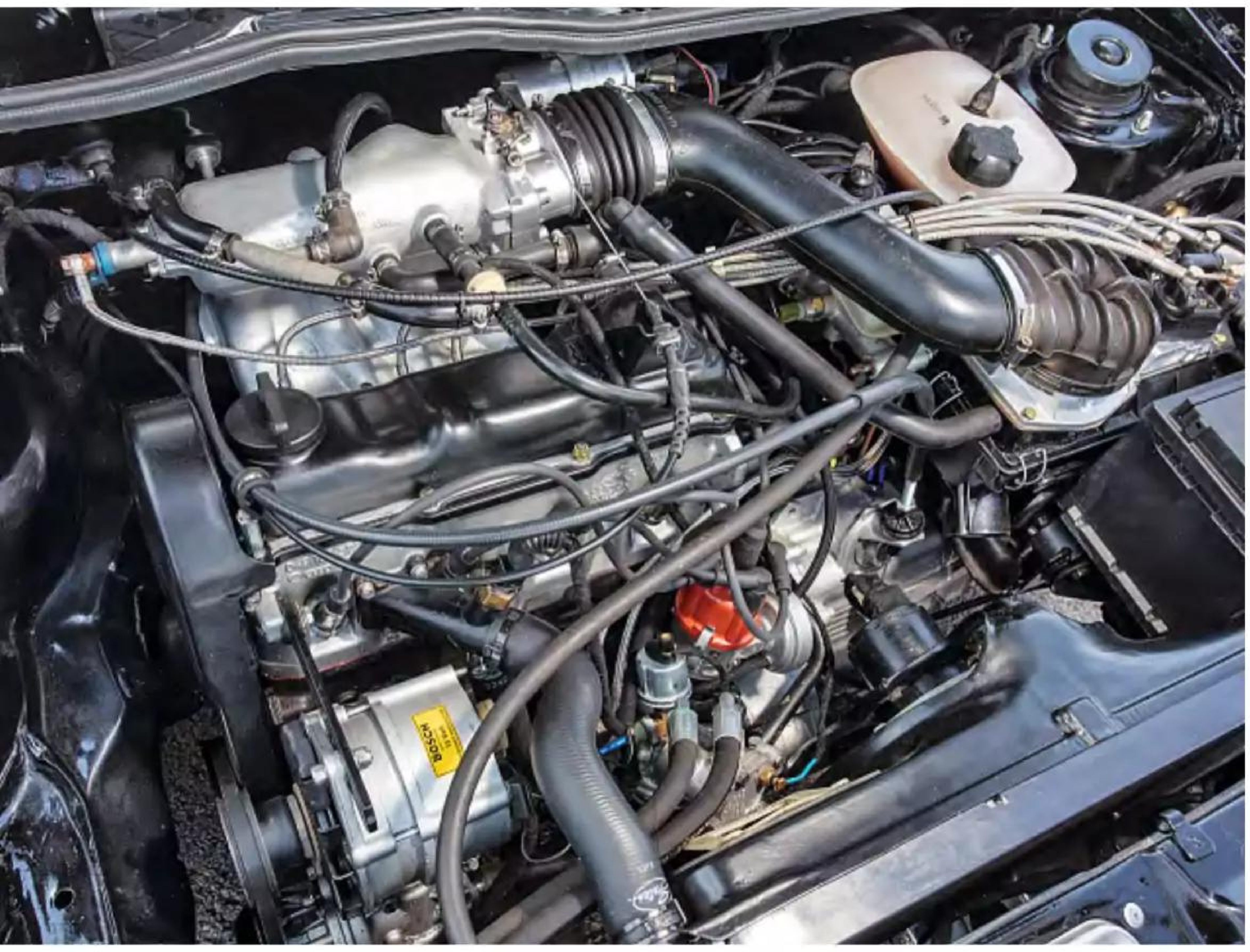
GTI
PCU 780Y

VOLKSWAGEN
GOLF GTI
PCU 780Y

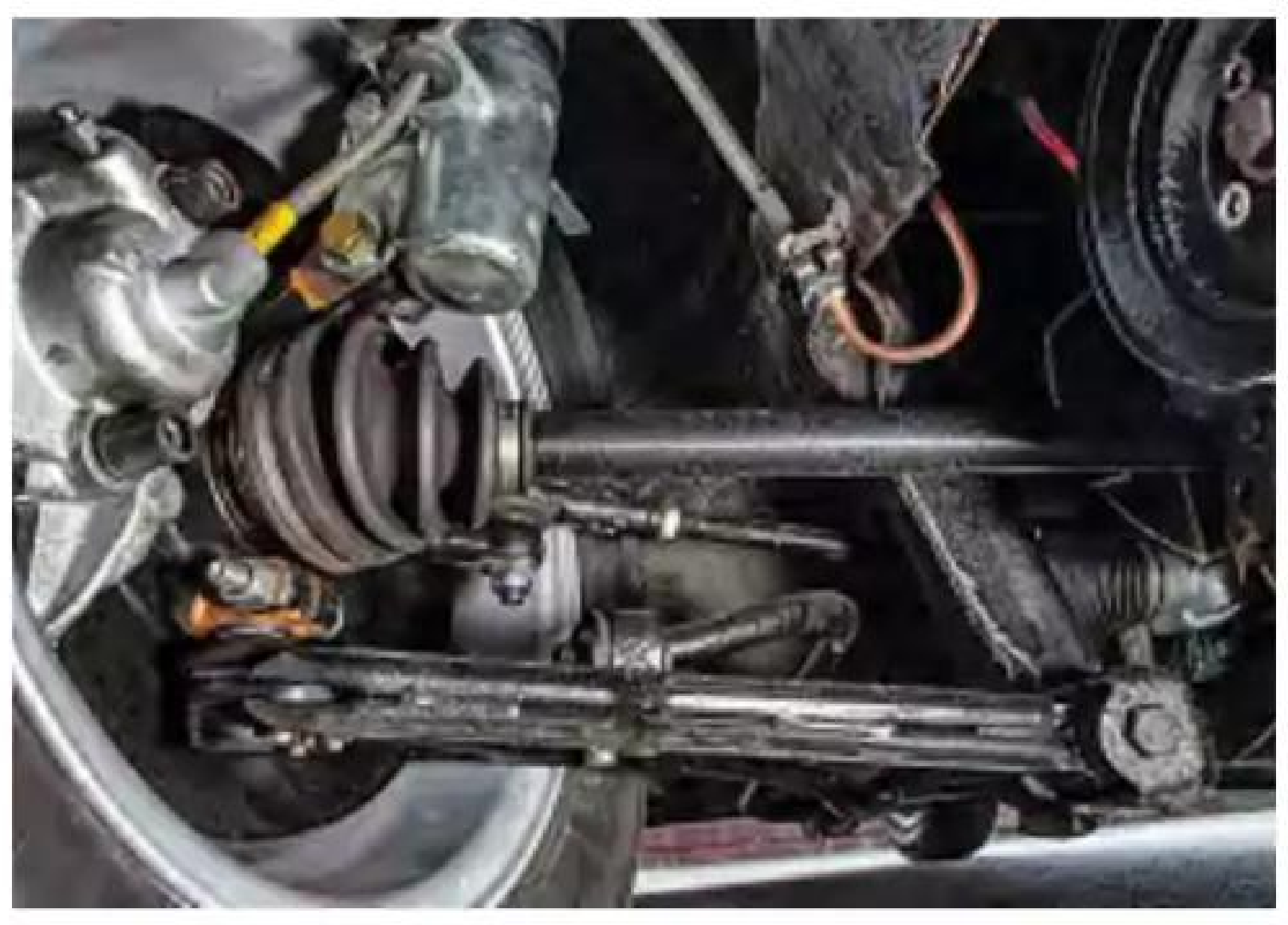
Giorgetto Giugiaro penned the archetypal hatchback shape, with boot wrapping around the corners, setting the style for generations of compact family transport



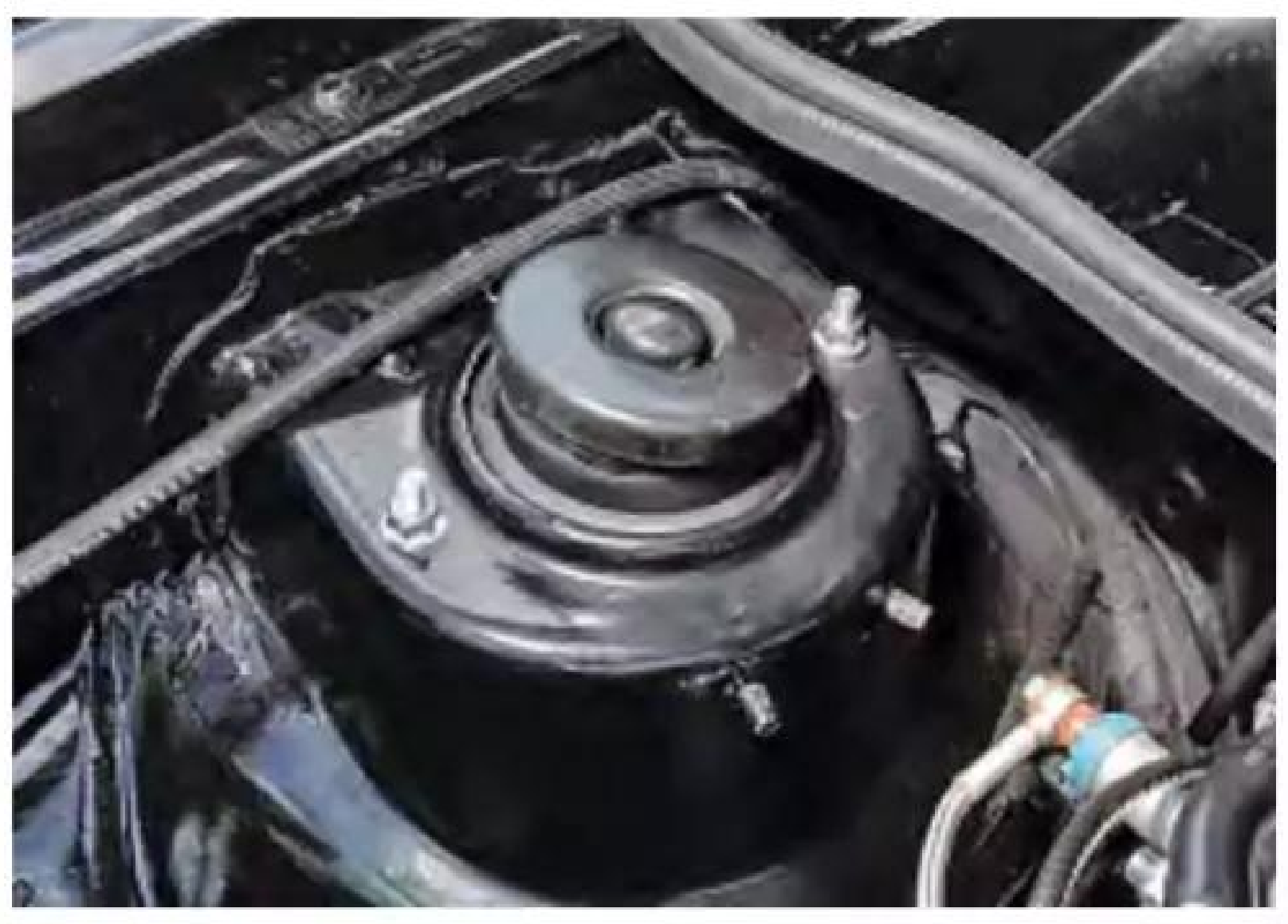
A good Mk1 feels taut and lively – the 1600 needs to be worked hard to give its best, while the 1800 had little more power but a much wider torque spread for more relaxed fast driving. The complicated linkage on right-hand-drive models causes poor brakes if neglected, but a standard set-up is fine if well maintained



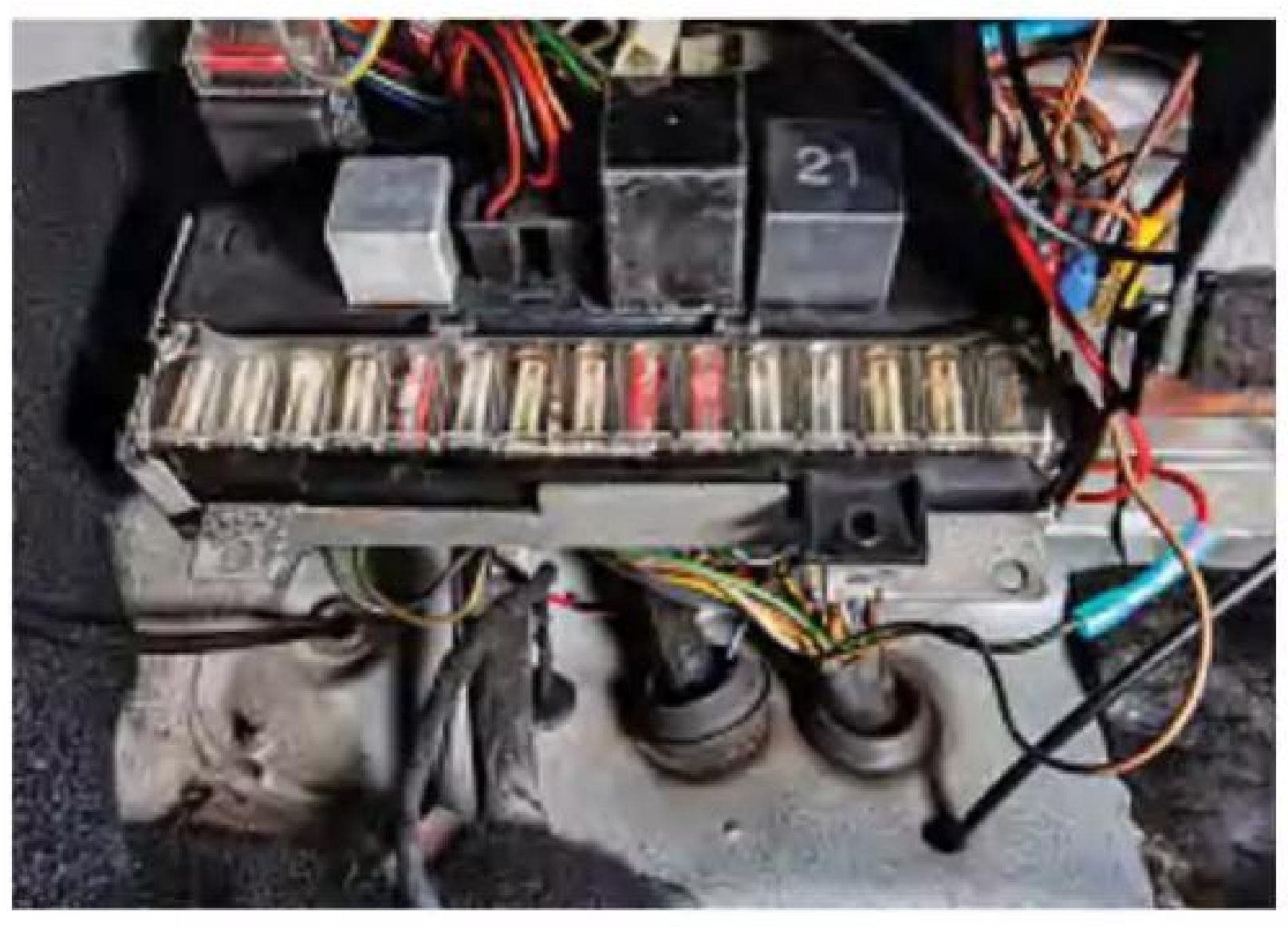
The 1588cc GTI was exceptionally sweet and smooth; all should start instantly from cold and quickly settle to a steady idle. The early motor is more cammy, with power at high revs; the 1781cc unit has more torque. Look for smoke on start-up (valve-stem seals), accelerating (piston rings) and on the overrun (valve guides)



This car is on lowering springs, which spoil the ride and will be replaced. Check for specification and correct set-up, and look out for tyre wear

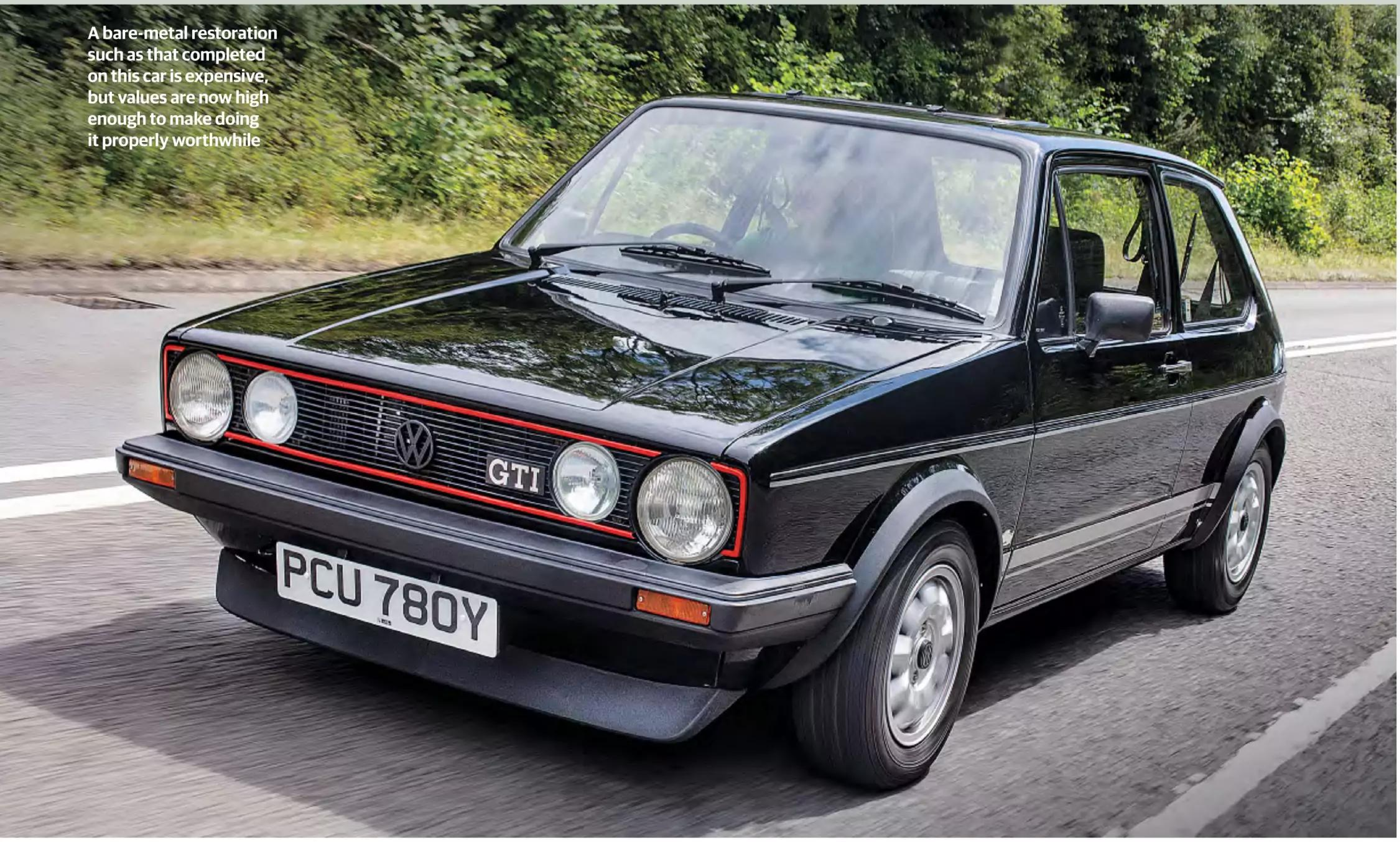


Rust in the inner front wings is common and repairs to this area will usually be visible: check on both sides, all the way up to the bottom of the windscreen



The fusebox is under the dash on the left-hand side; check for damp ingress and that all electricals work – decades of bodging can cause nightmares

Most Mk1 GTI trim is unobtainable now, and retrimming rarely matches well, so be prepared to spend years searching for any missing or incorrect items


A bare-metal restoration such as that completed on this car is expensive, but values are now high enough to make doing it properly worthwhile

Before you buy

Check very carefully for rust and for poor past repairs. Quality bodywork parts are very hard to find, especially the rear panel, hatch, roof and even bumpers. Dashboards are scarce, too, as are good, working instrument sets. Trim is often extremely rare, in particular model-specific items such as cabriolet A-pillar trims and Campaign-specific parts. Headlamps are still available, but expensive.

Many Mk1 GTIs have been modified, either for expediency or performance – there are so many easy swaps from later models, as well as period upgrades. By 1981, VW France officially sold a GTI 16S with an Oettinger-tuned twin-cam, 16-valve engine – these clearly are worth more than base models but, except for special period upgrades, original cars are most valued now, so check the specification carefully.

The running gear is generally long-lived, but beware overheating or water loss, which may be a sign of a cracked block on 1600s. Radiators also silt up with age. Wear shows up as smoke, leaks, noise and poor running: engines are capable of well over 100,000 miles without a rebuild if well maintained. Cambelt-change intervals are every four years or 40,000 miles, though they rarely break if neglected.

Check tyres for uneven wear, resulting from poor set-up or aftermarket modifications to the suspension, which are common. Lowering looks good but destroys the supple ride. Brakes are often upgraded, though an original set-up should work well if fully overhauled.

OWNING ONE

"I bought this 1.6 GTI nine years ago with just 57,000 miles from new," recalls **Martin Wiegold**. "It only had four previous owners and had been off the road for decades. The interior was a timewarp and it had never been welded underneath, but it had rotted all round the sills, wheelarches and valances. It was also lots of different colours where bits had been sprayed and most people would have run a mile, but I could see its potential. I'd had a few GTI projects over the years but had never seen them through, so from day one I would not cut a corner. It was in restoration for five years, but with values going up I haven't lost out. It's had new, original-spec front wings, lower valance, rear arches, rear valance, sills and slam panel. I'd done a lot of welding and other work, and it was getting me down, so my best decision was to involve Golf expert JP van der Horst, who focused on getting all the final details right."

> *"It was lots of different colours and most people would've run a mile, but I could see its potential"*

ALTERNATIVES

RENAULT 5 GORDINI *1976-'84, 80,747 built*
Called the Alpine outside the UK, the Gordini went on sale two months before the GTI in '76, hit 110mph and did 0-60mph in 9.7 secs. The 1982 Turbo managed 112mph/8.7 secs. Few survive today. **Price now** £8-20,000

ALFASUD Ti *1973-'84, 906,734 built (all)*
First a two-door 1.2 with 99mph, then 1.3 in 1977, 1.5 in 1978, the sporty Sud gained a hatch in 1981 and 104bhp in 1983. Not as fast as the GTI, but could out-handle it. Rust was its nemesis. **Price now** £7-18,000

Be the driver your classic deserves

Our Advanced Driver course teaches techniques that help experienced drivers stay just as smooth, alert and in sync as the machine itself.

IAM RoadSmart

Discover Advanced Driving

iamroadsmart.net/CSC_Oct

Call us on 0300 303 1134

Registered in England and Wales 562530. Registered charity number 249002. (England and Wales) SC041201 (Scotland).

F&H
Sinnington
COUNTRY INN

Hidden away in the quiet, picturesque village of Sinnington,set on the edge of the beautiful North York Moors, just a short drive away is the renowned market town of Helmsley and the delightful village of Thornton le Dale, well known for Mathewsons Auctions Bangers and Cash!

The F&H is a romantic 18th Century Coaching Inn with rooms, and delicious food served in our cosy restaurant, Lounge Bar or our dog friendly bar. Relax in style away from the madding crowd. We have 14 lovely en-suite bedrooms, plenty of space to relax and enjoy the peace and quiet in the countryside. Comfortable and welcoming with lunch and dinner served daily. The cosy lounge bar and our restaurant offer the highest quality food and drinks. We proudly host meetups for small driving clubs, with private parking and stunning Moor driving roads to offer them.

Sinnington, Near Pickering, North Yorkshire,
YO62 6SQ
01751 431577
www.thefoxandhoundsinn.co.uk

THE KNOWLEDGE

1974 Golf L & LS introduced
1975 1588cc Golf GTI shown at Frankfurt
1976 GTI goes on sale: LHD, tartan trim, 112mph; special-order only in the UK
1978 Facelift, wraparound black bumpers
1979 RHD GTI; Cabriolet shown at Geneva: 300lb (136kg) heavier, GLI with GTI spec
1980 Five-speed 'box, new alloys, larger rear lights, interior facelift (striped seats), front-pillar deflectors; Cabrio arrives in UK
1981 Cabrio gets upgrades (bar rear lights)
1982 1.8 replaces 1.6; GTI goes on sale in the USA (heavier; rectangular headlights)
1982 Run-out GTI Campaign for UK: quad lights, Pirelli alloys, sunroof, tinted glass
1983 Mk1 hatchback production ends
1987 Cabriolet gets smoother bumper, spoiler and sill mouldings; 15mm longer
1988 Electro-hydraulic hood on GTI
1993 Cabriolet production ends

FACTFILE

Sold/number built 1976-'93/461,690 (GTI hatch), 400,871 (all Cabriolets) **Construction** steel monocoque **Engine** iron-block, alloy-head, sohc 1588/1781cc 'four', Bosch K-Jetronic fuel injection **Max power** 110bhp @ 6100rpm to 112bhp @ 5800rpm **Max torque** 103lb ft @ 5000rpm to 109lb ft @ 3500rpm **Transmission** four/five-speed manual, FWD **Suspension: front** MacPherson struts **rear** torsion beam, trailing arms, coil springs, telescopic dampers; anti-roll bar f/r **Steering** rack and pinion **Brakes** vented front, solid rear discs, servo **Length** 12ft 6in (3815mm) **Width** 5ft 4in (1628mm) **Height** 4ft 9in (1395mm) **Wheelbase** 7ft 10½in (2400mm) **Weight** 1845-2150lb (838-976kg) **0-60mph** 9.8-8.1 secs **Top speed** 111-114mph **Mpg** 26-38 **Price new** £5135/6540 (GTI/GLI Cab, 1980)

CLUBS

Mk1 Golf Owners' Club vwgolfmk1.org.uk
VW Owners' Club vwownersclub.co.uk

SPECIALISTS

Crazy Quiffs golfmk1.co.uk **Old Forge Garage** oldforgegaragewelling.co.uk/contact **Type 19** type19.co.uk/typ17 **Classic VW** classic-vw.co.uk **Original Mk1** ebay.co.uk/str/mk1golfspecialist **A&P Classics** aandpclassics.co.uk **Deutsche Doktors** deutschedoktors.co.uk **Heritage Parts Centre** vwheritage.com **VW Golf 1** vwgolf1.com **Werk 34** werk34.de **Resto Shack** restoshack.com **Rust Republic** rustrepublic.co.uk **Autodoc** autodoc.co.uk

WHAT TO PAY

	Resto/Average/Show
Tartan 1.6	£6000/15,000/32,000
Striped 1.6, 1.8	£4000/10,000/26,000
Campaign	£7000/15,000/30,000
Cabriolet	£1000/5000/15,000

OUR VERDICT

All GTI hatchbacks and some Cabriolets are now tax-exempt historic vehicles in the UK, at more than 40 years old, but they remain thoroughly usable and fun family transport. Truly original-specification, well-restored cars command serious money: quality of work and parts used is key. There are plenty of more affordable Mk1 GTIs out there still, but check rust and repairs thoroughly and be prepared to accept modifications (and declare them to insurance and MoT if significant).

FOR
The iconic hot hatch, the Mk1 GTI wins on compact dimensions, gutsy performance and sheer style, with a strong following of restorers and parts suppliers

AGAINST
Some panels and trim are now unavailable as breakers' supplies dry up: be prepared for lots of fettling of poor aftermarket parts and years of searching for Holy Grail items

PCU 780Y
GOLF GTI

CAUGHT IN THE CLASSIFIEDS

Tempted? Here are two examples available to buy now

VOLKSWAGEN GOLF GTI 1.6

Year 1979 **Recorded mileage** 53,783
Price £36,995 **Vendor** Cult Classics and Detailing, Tewkesbury, Glos; 01684 210915; cultclassics.uk
For Desirable early car in superb order
Against At the top of the market

A first-facelift RHD car (so with wraparound bumpers, but still narrow rear lights and tartan trim), this is one for the purists. It has the more attractive three-spoke wheel and was specified from new with alloys, and dealer-fitted electric windows and sunroof. It's had just two owners and has covered few miles, yet was treated to a respray before joining a collection in 2019. It has now been recommissioned, including new dampers, brakes and a service, ready to enjoy.

VOLKSWAGEN GOLF GTI 1.8

Year 1984 **Recorded mileage** 127,000
Price £24,950 **Vendor** Classic Automobiles, Hants; 020 8871 1357; classic-car-london.com
For Original looks matched to extra pace
Against Mods won't suit all tastes; high miles

Although it looks standard at a glance, this GTI's stance is a clue to not all being quite as it seems. The engine was rebuilt 500 miles ago and fitted with twin Weber 40 carbs, a Kent high-lift cam, gas-flowed big-valve head, lightened flywheel, Ashley four-branch manifold and a short-shift kit for the five-speed 'box. The body has been fully restored and looks superb, with great paint and panel fit. Only some fading of the dash plastics detracts from a fine interior.

CLASSIC MOTOR SHOW
Headline Sponsor

PART OF THE FAMILY

We arrange specialist car insurance for your pride and joy

LANCASTER INSURANCE

Sharing your passion for over 40 years

SCAN TO GET A QUOTE

Call now for your insurance quote
01480 484 862
lancasterinsurance.co.uk

Trustpilot ★★★★★
Based on 24,456 reviews
All products, January 2025

Lancaster Insurance and Lancaster Insurance Services are trading names of Insurance Factory Limited, who are authorised and regulated by the Financial Conduct Authority

4 Pints between 9pm and midnight may not leave your system until 11am!

Protect your life & livelihood with an AlcoSense breathalyser.

Only £99.99

evo PRODUCT TEST WINNER AlcoSense Excel

Auto Express BEST BUY 2023

alcoSense®
ADVANCED BREATHALYSERS

Buy in-store & online
halfords amazon alcosense.co.uk

LANCASTER
0.27 mg/L
alcoSense excel
POL

MÉCANIQUES MODERNES & CLASSIQUES

MICHEL MHITARIAN

GEORG LOOS
GELO SPORTSWEAR
BOSCH
GOODYEAR

PORSCHE 935 1978, CHASSIS 930 890 0015. One of the best original 935 possible with Ickx Wollek Fitzpatrick. Fully restored.

FERRARI 250 GTE SERIE 3 1963. Fully Restored 10 Years Ago. Matching And Classiche. Grigio Celeste With Red Conolly Leather.

FERRARI DAYTONA 1972. Grigio Ferro Interior. Black Leather. Fully Restored By Pozzi. Classiche Ferrari.

JAGUAR TYPE E SEMI - LIGHT WEIGHT 1962. Car has been delivered as flat serie 1 flat floor. Car has an interesting racing life with henri mazet in french gt championship then raced in peter autos. Full restored.

www.mmc-paris.com

136, Boulevard Suchet 75016 Paris
Tel : +33 1 46 47 29 29 • Fax : +33 1 46 47 29 28
m.mhitarian@mmc-paris.com

M: +44(0)7 484 907 054
m.mhitarian@mmc-london.uk
M:+44(0)7 484 907 055

RAWLES Motorsport Ltd

RAWLES MOTORSPORT LTD

Austin Healey Restoration - Upgrades - Sales - Service - Upholstery - Concours Prep - Engine Build & Rolling Road

1960 AUSTIN HEALEY 3000 MKI | 1260 HOUR RAWLES MOTORSPORT RESTORATION

Full nut and bolt true no expense spared restoration by Rawles Motorsport with 500 miles since. Original Healey Blue metallic with Ivory duotone, full leather hand crafted interior in Navy with Ivory piping, Rawles Motorsport fast road engine at approximately 185BHP, strengthened original chassis, 4 piston front brakes, Avon sport tyres. Immaculate as you would expect.

Original UK right hand drive car, original engine and gearbox. Original registration '21 COJ' included in sale.

Rawles Motorsport Ltd, Alton, Hampshire, GU34 4JR ☎ 01420 23212 ✉ Enquiries@RawlesMotorsport.com 🌐 www.RawlesMotorsport.com

1951 Ferrari 212 Inter: Vignale / Drogo, Mille Miglia 1952, 1954. Ground up restoration. Race and Rally ready. Unique one of a kind, matching numbers. Piero Drogo, a subcontractor to Ferrari Factory; wins well-known.

MOTOR CLASSIC & COMPETITION

SPECIALIZING IN VINTAGE SPORTS, RACING AND GT CARS SINCE 1979

WE WILL BUY AND CONSIGN ALL FERRARI AND ALL VINTAGE SPORTS RACING & GT CARS PARTIAL TRADES CONSIDERED - FINANCING AVAILABLE

1958 MGA Twin Cam: Rare, frame-up, show quality restoration on an iconic sports car.

1968 Fiat Dino Spider: Rare. Frame-up resto; bare metal repaint. Driveline & suspension rebuild; new interior top & chrome. With photo docs. Stunning!

1974 Jaguar XKE V12 Roadster: One of a kind, uniquely built. Bare metal repaint, new interior, 5-sp, Webers, SS headers, Alloy radiator, Two tops.

1958 AC Aceca: Matching #s. Comprehensive frame-up restoration, RHD, Rally proven.

1996 Porsche 911 Twin Turbo, Arena Red/Tan, 55k miles, clean CarFax, excellent cosmetic/mechanical condition, service records from new. A beauty.

1956 Jaguar XK140 Roadster, White/red, wire wheels, matching numbers, 72k miles, outstanding older mech / cosmetic restoration. Ready for the next cruise.

1995 DeTomaso Guara, silver/blue leather, 1 of 38 coupes, 1,500 miles as new, 4 cam 280hp, BMW V8, 6sp Getrag. Racecar performance for the street.

1965 Porsche 356SC Cabriolet: Matching #s, 1 of 533. 3-owner, full docs, COA. 67k miles. One repaint. Euro version. Outstanding original throughout.

WWW.MOTORCLASSICCORP.COM

350 ADAMS STREET, BEDFORD HILLS NEW YORK 10507
914-997-9133 • SALES@MOTORCLASSICCORP.COM

WinSpeed of Guildford

CLASSIC
JAGUAR E-TYPE & XK
SPECIALISTS

1959 JAGUAR MK1 3.4 MANUAL/OVERDRIVE

Original UK, Matching Numbers, RHD. Two previous owners since 1972. A very well cared-for example of this rare and very desirable model. Excellent original interior trim throughout. Lovely history. Original Buff Log Book. Driving extremely well. A rare opportunity.

£34,995.00

1967 JAGUAR E-TYPE SERIES 1 4.2 ROADSTER

Carmen Red with Black trim from private collection. UK RHD Matching Numbers. Excellent history file with first-class maintenance. Terrific.

£98,000.00

1960 JAGUAR XK150 `S` 3.8 DROPHEAD COUPE

One of the ultra-rare 69-only UK Right Hand Drive examples. Very desirable. 5-Speed gearbox and Power steering. Immaculate. Excellent long-term ownership. Maintained by WinSpeed since 2010. Driving beautifully.

£157,500.00

JAGUAR C-TYPE REPLICA BY PROTEUS

A delightful Jim Marland example in Flag Blue with 3.4 Litre XK unit installed with Triple SUs. Moss 4-speed/Overdrive. 16" wheels & live axle. Previously supplied and maintained by WinSpeed.

£79,500.00

1964 JAGUAR E-TYPE S1 3.8 COUPE

Opalescent Dark Blue with immaculate Grey interior trim. A UK RHD car. 5-speed gearbox. Fully restored. WinSpeed maintained. Driving beautifully & Immaculate.

£94,500.00

1953 JAGUAR XK120 DHC

A magnificent, immaculate & fully restored, LHD example in Old English White with Red trim. Upgrades include e/ignition, 5-speed box, front discs, aluminium radiator, alternator. Suffolk and Turley re-trim. Excellent history. Maintained by WinSpeed.

£97,500.00

Tel: **01483 537 706** Mobile: **07831 164 460** www.winspeedmotorsport.com enquiries@winspeedmotorsport.com

SPECIALIZEDVEHICLESOLUTIONS
www.svs-ltd.com

SVS: 0161 789 0504
Bowling-Ryan: 01204 700300
Email: Sales@svs-ltd.com

Bowling-Ryan Prestige
Independent Rolls Royce and Bentley Sales and Service
www.bowling-ryan-prestige.com

2001 FERRARI 360 SPYDER F1 Finished in Nero Daytona with Nero Hide and Silver Stitching and Nero Hood. 2 owners from new the first owner was Les Ferdinand with the second owner for over 20 years to date. 20,000 miles. FSH from new. **£54,450**

1963 ALVIS TD21 SII Convertible £75,950
Silver with grey hide fascinating history absolutely magnificent.

2007 Ferrari 599 GTB. 28,000 miles. Grigio Silverstone Bordeaux hide. Daytona seats. FSH. Supplied new to Formula 1 World Champion Jenson Button. **£79,950.**

94 Bentley Turbo R. Seychelles Blue with beige hide. Many special features. Only 59,000 miles. FSH. Magnificent condition. **£22,950. With warranty**

1964 Jaguar E type £129,950
Primrose with black hide interior. 52k miles. Multi concours winner. Chrome wire wheels.

2007 Bentley Continental GT. Silver Tempest. Beluga Hide. Mulliner spec. Magnificent condition. FSH. 79000 miles **£19,950. With warranty.**

1969 Jaguar 420G Manual O/D £35,950
Finished in opalescent silver blue with royal blue hide. 39k miles only. Huge history file. Mint condition.

Due in:
2001 Bentley Arnage (Blue)
1997 Bentley Turbo RL (Green)
1984 Rolls Spur (Two-Tone Green)

1968 Fiat 2300 S Coupe
LHD Blue with burgundy leather. One of the last built. **Netherlands** registered with title docs. Can be UK reg. Exceptional condition.

Bruce Greetham Classic Benz

'a personal authority in Classic Mercedes Benz'

Scan me

1989 Mercedes-Benz R107 300SL - 19,800 Miles £67,995

1988 Mercedes-Benz R107 300SL £42,995

1987 Mercedes-Benz 300SL R107 £35,995

1984 Mercedes-Benz R107 500SL £35,995

1969 MERCEDES-BENZ W113 280SL Pagoda Auto £279,995

**Pre-purchase Inspections of any Classic Mercedes can be carried out with a full report before you buy.
Consultation on sourcing the right SL for your personnel Ownership. Concours, Events, road trips, I am here to help you get it right.
Always looking for R107s and 113 Pagodas for sale. 230, 250, and 280. to buy, sell, and restore.
Salon Prive Concours Class Winner 2025 on my own personal 280SL Pagoda, which qualifies, quality, consistency, conscientiousness, and attention to detail on these beautiful SLs to the highest standards.
Call Bruce to discuss the Journey ahead. I promise it will be worth it.**

Car sales - Cars Wanted - Car Sourcing - Pre & Post Sales Inspections - Restorations - Storage
Appraise: *30 years experience.* **Consulting:** *Ensuring expert advice and values.*

07359 660954 - bruce@classicbenz.co.uk - classicbenz.co.uk

ROBERT HUGHES
AUTOMOBILES

Tel: (07836) 237047
www.roberthughes.co.uk
Weybridge, Surrey. 20 miles from London.
E,mail:enquiries@roberthughes.co.uk

1956 ARMSTRONG SIDDELEY SAPPHIRE Incredibly original, 53,000 miles. Best possible specification in automatic with ultra-rare power steering **£12,500**

2001 JAGUAR S TYPE 3.0 SPORT One lady owner- huge file with 24 main dealer services and every bit of history. 53,000 miles and mint condition **£6,995**

2008 BENTLEY CONTINENTAL GT Well specified facelift model in excellent order with many services, and just 41,000 miles **£21,750**

2006 JAGUAR XJR 4.2 A unique XJR with Vanden-Plas fittings and retained by Jaguar for 6 years. 42,000 miles with lovely history **£19,995**

1990 ROLLS ROYCE SILVER SPIRIT II Amazing main dealer service history from new, and lovely condition. Low ownership, just 31,000 miles **£23,750**

1968 JAGUAR MK 2, 240 Amazing history file with proper maintenance always. Long term ownership, 64,000 miles. Stunning condition **£22,750**

2006 DAIMLER SUPER EIGHT The ultimate specification and finishings. Two owners, 79,000 miles with excellent history. Superb .... **£EXPECTED SHORTLY**

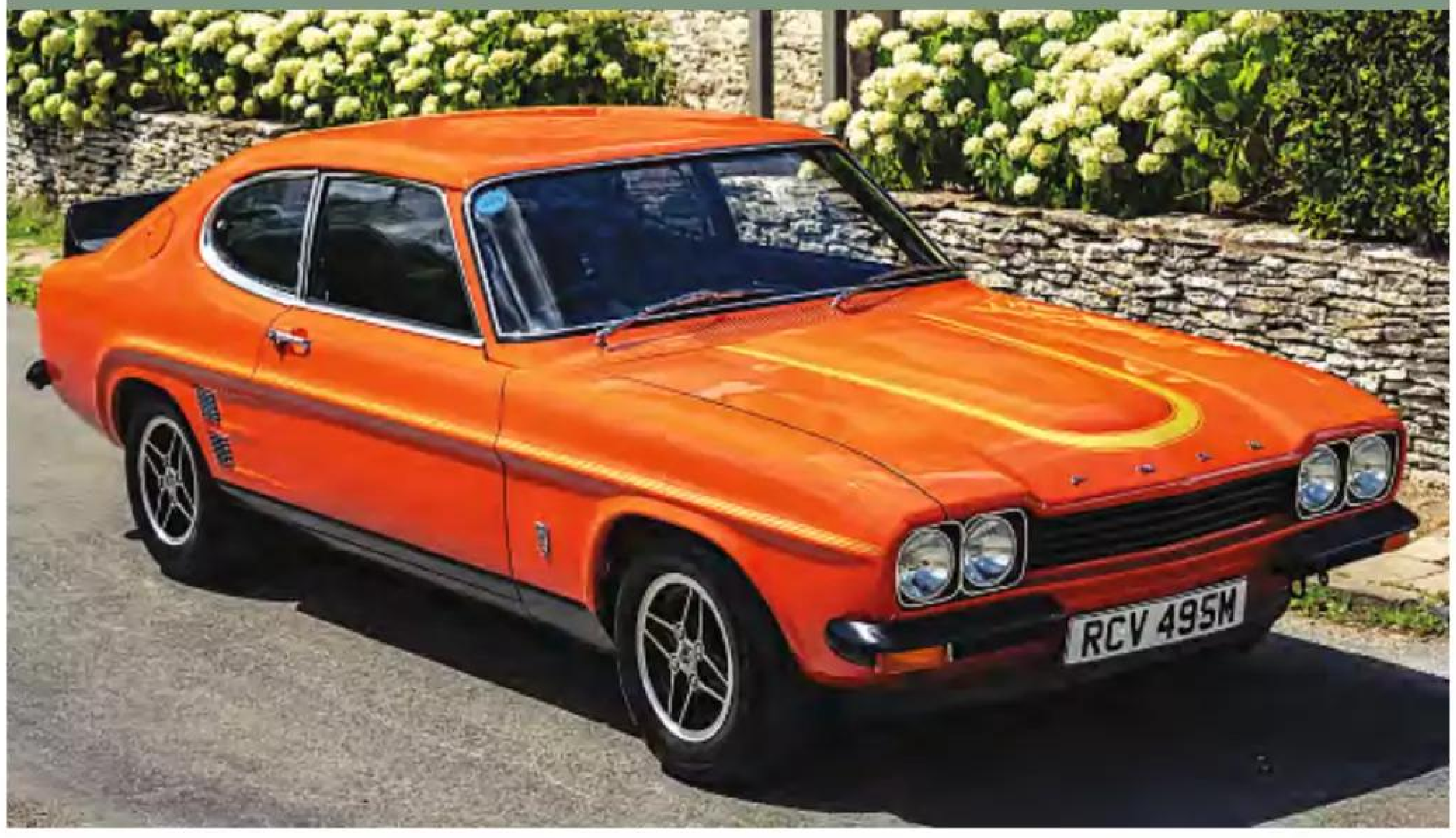
1988 JAGUAR XJS V12 HE Pristine and original- 15,000 genuine miles. Well sorted mechanically- massive expenditure and extensive testing **£37,995**

Similar cars required for purchase

PHOTOGRAPHS & FULL DESCRIPTION
ON OUR WEB SITE * P/X CONSIDERED

Classified pick

Our favourite cars you can buy this month



FORD CAPRI RS 3100

Year of manufacture 1974 **Recorded mileage** 84,378
Asking price £68,000 **Vendor** The Hairpin Company, Wiltshire; 01249 760686; thehairpincompany.co.uk
WHEN IT WAS NEW
Price £2500 **Max power** 148bhp **Max torque** 187lb ft
0-60mph 8 secs **Top speed** 124mph **Mpg** 20

It's surely not too difficult to understand why this car caught my eye. And the beauty is more than skin deep with this Ford Capri RS 3100 being offered by The Hairpin Company. As we said in our August 2023 issue, when Simon Hucknall drove a Modena Green example, one of just 247 built: 'The RS 3100 was far from a sheep in wolf's clothing, thanks to a menu of upgrades carried over from the RS 2600.' As well as the capacity increase, it received 9¾in ventilated front discs, uprated suspension and a 'ducktail' bootlid spoiler.

The Sebring Red car here has been restored to its original specification and looks magnificent, inside and out. Hairpin says the Capri, which has had little use since the work, 'remains in probably better-than-new order throughout'.

The model was a homologation special, created to help the Capri in its 1974 European Touring Car Championship campaign. This example was the only such car delivered new in Cornwall, where it has lived for much of its 51 years. It started life as a company car for a director of the ice-cream firm Kelly's, who sold it to a friend and enthusiast after a few years. He retained it until he died, after which his brother's tenure began. He used it lightly and always planned to restore it, even buying and carefully storing parts with the impending work in mind, but nothing happened.

The Capri's fourth (and, to date, final) owner saw it by chance. He was buying another classic from its former keeper when he spied the RS 3100 in a barn and asked if it was for sale. He was denied the opportunity on that occasion, but persistence paid off and by 2016 he had acquired the car.

Then it was time for the restoration to get under way. Guidance from the Ford AVO Owners' Club led him to specialist Andy's Auto Body, with Specialised Engines Ltd and Aldridge Trimming tackling the drivetrain and interior respectively. Indeed, Specialised Engines rebuilt the Essex V6 to its own Stage Four spec, meaning around 175-180bhp rather than the stock car's 148bhp. In all, bringing this Capri back to its best was a two-year process during which no expense was spared, as the accompanying documentation testifies. And it has not been driven a lot since its completion.

It is no secret that I'm a Ford fan, and I think this car looks fabulous. After all that care and attention, it now deserves to be enjoyed by another loving keeper for whom this is the car they have always promised themselves.

SUMMARY

CHOSEN BY Lizzie Pope
FOR A rare roadgoing racer, fresh from restoration
AGAINST The bright finish might not be to everyone's taste
WHY SHOULD I BUY IT? Because it is an apparently as-new example of a desirable Ford homologation special

EUROPEAN CLASSIC CARS
www.europeanclassiccars.co.uk

1971 TRIUMPH TR6

Lovely TR6 in red with black interior.Engine rebuilt with triple Webers,retrimmed interior and good history................................**£17995.00.**

PEUGEOT 504 CABRIOLET 2LTR.
Super,Peugeot 504 Pininfarina Cabriolet,in white with contrasting black interior. Excellent,corrosion free bodywork and just 47k recorded miles **£27500.00**

1998 LOTUS ELISE
1 Family owned from new and a remarkable 6k miles only! Possibly a unique opportunity?............**£27750.00**

1968 MGB ROADSTER
Previously sold by us 19years ago and only for sale again due to owners changing circumstances.Reshelled over 20 years ago,alloy bonnet.....**£JUST ARRIVED.**

LAND ROVER S3 SWB
Ex military issue,extensive restoration and in lovely condition........ **£PLEASE ENQUIRE.**

1991 JAGUAR XJS
Manual. 4.0ltr XJS with rare manual gearbox. Just 66k miles, FSH and in excellent condition....................**£14995.00**

for further details on any vehicle, full stock and new arrivals contact
01672 512879 / 07813394167 email: eccdavid.h@gmail.com
We are situated near Swindon at the foot of the Wiltshire Downs, 10 miles from the M4 jnc 16

Joe Macari PERFORMANCE CARS

Restoration and Classic Servicing *Performance and Classic Car Sales* *Storage and Race Preparation*

2005 Ferrari 575 Superamerica

One of just 63 built in RHD for the U.K. market and one of 559 in total, Finished in Rosso Corsa over Nero, Specified with desirable HGTC Handling Package, Supported by strong service history

12,625 miles | £239,950

1969 Ferrari 365 GTB/4 Daytona

LHD, The 15th Daytona produced, Finished in factory correct Azzurro Hyperion over Blu Scuro leather, No expense spared restoration by Ferrari & Zanasi, Classiche certified

5,500 kms | £649,950

2004 Aston Martin DB7 Zagato

RHD supplied new to the United Kingdom, Two owners from new, One of just 99 examples produced worldwide, A symbol of one of the greatest partnerships in the automotive industry

8,600 miles | £249,950

1966 Jaguar E-Type Series 1 Eagle

LHD Series 1 4.2 Fixed Head Coupe, Fully restored and upgraded by renowned marque specialists Eagle in the United Kingdom, One of the finest classic motoring experiences one can find

33,375 kms | POA

@joemacari

T: **+44 (0)20 8870 9007**
E: **sales@joemacari.com**

249 - 251 Merton Road,
London, SW18 5EB,
United Kingdom

MELVYN RUTTER LIMITED

MORGAN

International Morgan Sales, Service, Parts and Restoration for Morgan Cars from 1936 to Present Day

2019 Morgan Plus 4 110th Anniversary Editon

Metallic Silver with Mulberry Red leather, chrome wire wheels, walnut dashboard, elasticated door pockets, leather sunvisors, embroidered 110 headrests, sports reclining seats, Moto-Lita steering wheel, front and rear clear indicator lenses, front and rear overriders and lots lots more. Just 12,200 miles from new this is a very smart car - £39,995

1988 Morgan 4/4

Indigo blue with black vinyl interior, brand new painted silver wire wheels & new tyres, front spot lights and 17,700 miles only. We are fully recommissioning this car so at this price it represents perfect value into Morgan ownership - £17,995

MORGAN PARTS, FAST DELIVERY
Order online: WWW.MOGPARTS.NET

Melvyn Rutter Limited Est. 1976

The Morgan Garage, Little Hallingbury, Nr Bishops Stortford, Herts CM22 7RA England
Tel: 01279 725725 www.melvyn-rutter.co.uk Email: mr@melvyn-rutter.net

---

ROHDINS
Classic Car

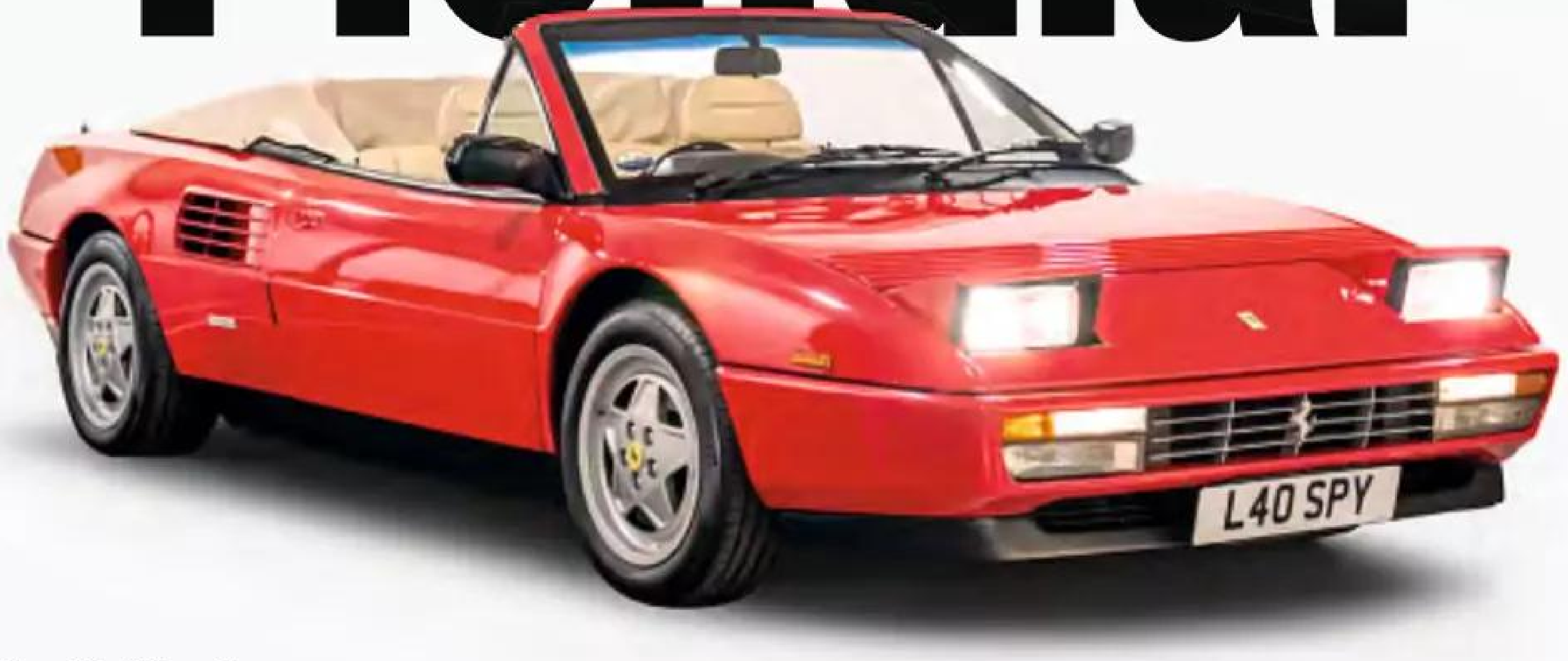
We perform Service & Renovations of all types of classic cars.

Rolls-Royce Silver Shadow Std Saloon 1973. RHD VIN: SRH15409

Now we have got a really nice and well-preserved car. Stylish color and chrome with a stylish interior. The car has rolled about 150,000 km and has had the same family of owners for a long time. Asking price £ 22,800 or Euro 28.000.

Industrigatan 4, 46137 Trollhättan, Sweden Tel. +46520-18800
anders@rohdinsclassiccar.se, www.rohdinsclassiccar.se Follow us on

1993 Ferrari Mondial



Get In Touch:
M. 07808 571 583
E. info@sammillercars.com
W. sammillercars.com

£39,995

Sam Miller
EXTRAORDINARY CARS

Mike Abbas

TELEPHONE 01257 470034 MOBILE 07940 49 70 45
e-mail abbasjav@hotmail.com www.mikeabbasclassiccars.co.uk

Mike Abbas Classic Car Sales: Assistance for the UK, Europe, and International Markets

In light of the continuously evolving classic car market, we are pleased to offer our services on a no-commission basis, with no additional charges for utilizing our global publication resources. This offer is extended to classic car owners who have not yet sold their vehicles through various channels such as auction platforms or private sales. With approximately 50 years of experience in the classic car industry, we have established an extensive worldwide network and maybe able to facilitate a smooth and hassle-free sale on your behalf. Kindly provide complete details along with photographs. We will manage the remainder of the process. Should you wish to discuss this opportunity further, please do not hesitate to contact us.

1991 JAGUAR XJS 4.0 LITRE LYNX EVENTER- ONE OF THE 67 ORIGINAL RARE JAGUAR LYNX XJS EVENTERS MANUFACTURED. COMING FROM ONE OF MY LONG TIME FRIENDS AND CUSTOMER OVERSEAS WHO IS A PROMINENT JAGUAR FIGURE. PURCHASED DIRECTLY FROM THE LYNX FACTORY BACK IN 1995 AND FORMED PART OF A LARGE JAGUAR COLLECTION........1 OWNER SINCE THEN! ALWAYS CORRECTLY MAINTAINED TO THE HIGHEST STANDARDS. WE OURSELVES HAVE BEEN FORTUNATE ENOUGH TO BE INVOLVED WITH THIS RARE MODEL AND SOLD OVER 20 EXAMPLES.

1967 FIAT DINO SPIDER 2.0 MODEL
SAME OWNER SINCE 1979. REBUILT ENGINE. GOOD DRIVING CONDITION AT A SENSIBLE PRICE.

1961 MASERATI 3500GT - PRICE REDUCED - FULL NUT AND BOLT GROUND UP RESTORATION DOCUMENTED WITH OVER 400 PHOTOGRAPHS. PREVIOUS MULTIPLE CONCOURS WINNING CAR. CURRENT EUROPEAN ROAD REGISTRATION CERTIFICATE.

WE WOULD LIKE TO PURCHASE IMMEDIATELY 1970S/1980S ORIGINAL MINI CLUBMAN ESTATES THAT ARE IN GOOD ORIGINAL CONDITION, AND NOT MODIFIED! CONTACT MIKE OR JAV

1959 AC ACECA BRISTOL - ORIGINAL RIGHT HAND DRIVE. CORRECT BRISTOL 100B2 ENGINE FULLY REBUILT (NEW PISTONS, BALANCED). OVERDRIVE GEARBOX. FULLY RESTORED LESS THAN 3000 MILES SINCE. STAINLESS STEEL EXHAUST / ALUMINIUM FUEL TANK / ELECTRIC COOLING FAN. BEAUTIFUL PRINCESS BLUE COLOUR WITH RED LEATHER INTERIOR.

Telephone: ++ 44 (0) 1257 470034 OR Mobile: ++ 44 (0) 7940 49 70 45

Marcel Roks Consultants

FIAT 508CS Balilla Aerodinamica, 1935.

Ferrari 512 BBi, 1983. Certified.

Alfa Romeo Giulia Sprint Rally, 1963.
Alpine A106 MM. 1955 Mille Miglia car.
Aston Martin DB 2/4 MKII. RHD. 1956.
Ford Escort MK2 Rally, ex works.
Cord 812 Supercharged Con.,1937.
Itala Tipo 61 Roadster, 1929.
Jaguar C-Type Alloy replica,1953.
Lamborghini Huracan Sterrato, 2024.
Lancia Lambda 8th. Series, 1928.
OSCA 1600 GTV Zagato, 1962.

Evenakker 3 - 2387 Baarle Hertog - Belgium.
Mobile. +32.476.886.518
Website: www.mroks.com E-mail: classics@mroks.com

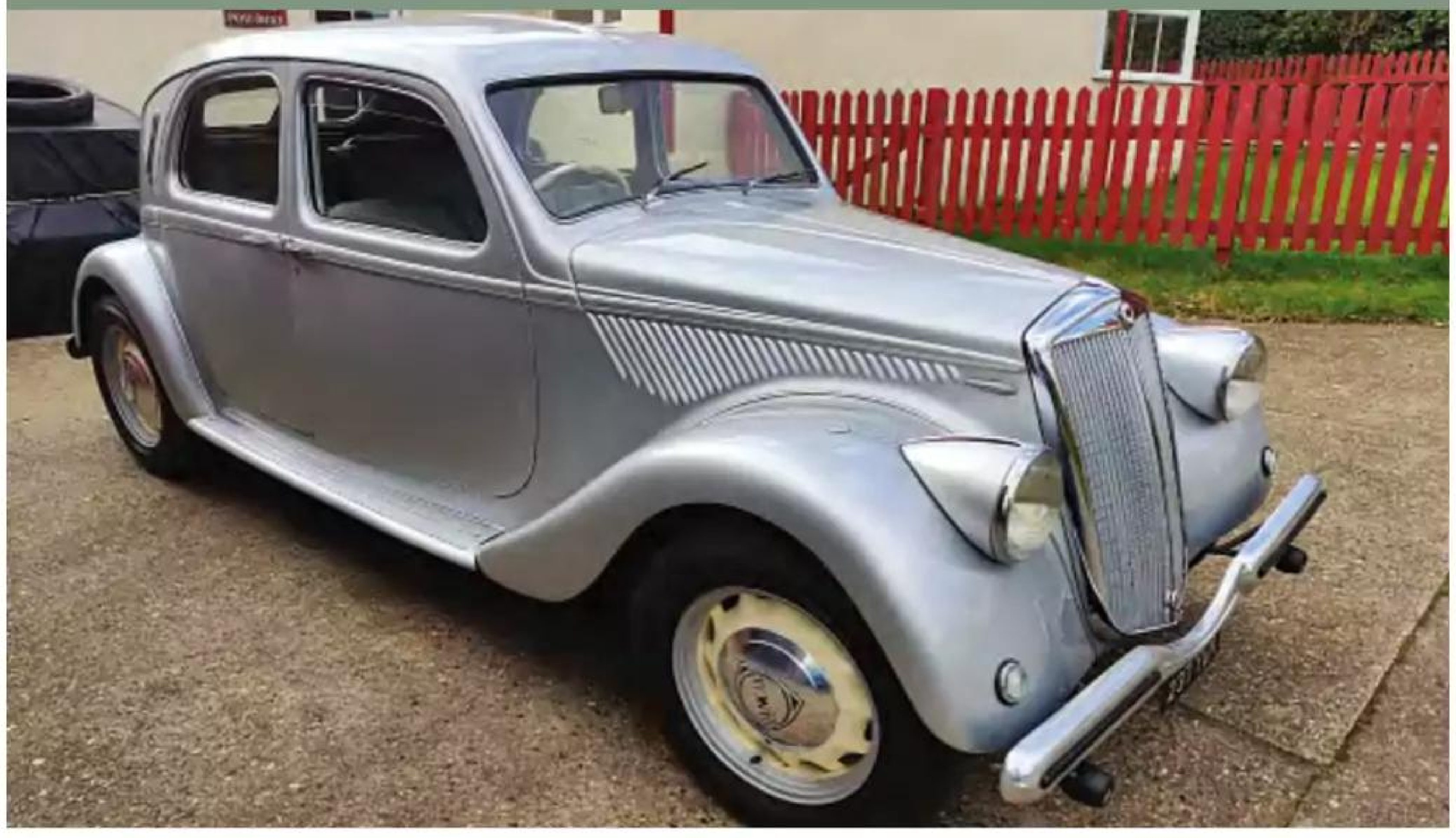
Kult Kars
CLASSICS NW

The Old Garage
Lytham St Annes, FY8 3TA
07909 231414
www.kultkars.net

1951 Bentley MkVI "Barchetta" £49,995 Handbuilt by Mallalieu Eng. Fully overhauled to RR standards and only 19,855 miles since. Reputedly the last of 50 built. Superb Showcar!

Classified pick

Our favourite cars you can buy this month



LANCIA APRILIA

Year of manufacture 1949 **Recorded mileage** 555
Asking price £34,995 **Vendor** Kim Cairns, Snettisham, Norfolk; 01485 541526; kimcairnsclassics.co.uk
WHEN IT WAS NEW
Price £350 (1938) **Max power** 48bhp **Max torque** 74lb ft
0-60mph 12.6 secs **Top speed** 80mph **Mpg** 28-32

There aren't many cars dating back to the late 1930s that tempt me, but then few were as advanced as the Aprilia even when it went off sale in 1949. This delightful example, from that final year, has benefitted from generous previous owners, kind enough to heap money on it not long before its sale.

Being a 1949 model, it has the later, 1486cc variant of Lancia's famous V4 that provides a useful boost in torque – and it should be producing all of those 74lb ft, too, having had a recent engine rebuild. Prior to that, and before its arrival in the UK in 2017, it spent its recent history in Washington state in the USA, where it was treated to a $60,000 restoration.

It appears to remain largely in that condition today, with its silver body, one of the first shaped in a wind tunnel, in superb order. Its pillarless side openings feature rear suicide doors (itself a real feat of body manufacture), and the interior is in great fettle. That includes a floor-mounted gearlever – unusual for the period – and a right-hand-drive cockpit that is typical of Lancia and very useful for British enthusiasts. While austere at first glance, Aprilia interiors are stuffed full of details such as door pulls that look like fancy curtain ties and window winders with hinged handles that lie flat against the door card to give an extra few millimetres of cabin width.

This is an Aprilia Lusso, the upper of the two specs in which the cars were offered. It means a more charismatic dashboard, populated with Art Deco instruments, along with running boards between the front and rear wings.

Compared with a contemporary Volkswagen Beetle, Aprilia values might appear steep, even in this exceptional condition, but the Lancia's drive was at least a decade ahead of its time. Monocoque-bodied and independently sprung all round, they're unusually tight and agile for their age. They provide a relatively cheap ticket into Mille Miglia eligibility, too, with plenty having tackled the famous race in period. It is a tragedy for today's enthusiasts that only 20,000 were built, while the Beetle reached millions.

The Aprilia displays the characterful and flowing styling of the early attempts at aerodynamics, but is among the few of its genre to also offer a capable steer. Neither Beetles, Tatra 77s nor Chrysler Airflows are hugely fun things in which to corner hard. That's the special appeal of this wheel-at-each-corner Italian streamliner – and this example looks hard to beat.

SUMMARY

CHOSEN BY Charlie Calderwood
FOR Rare, pretty, good to drive and lots of recent money spent on it
AGAINST Quite pricey for a 1940s small family car
WHY SHOULD I BUY IT? Because you like the idea of owning a Deco-style streamlined design, but want to enjoy driving it, too

Rardley Motors Ltd
INDEPENDENT FERRARI SPECIALIST

Ferrari Sales & Service Specialist

2000 Ferrari 456 M GT Automatic

One of 38 in a shade of blue

Finished in the striking combination of Tour de France Blue (522) over Crema leather (3997) with dark blue carpets, the car was delivered new to Ferrari UK. One of just 139 officially imported of which only 101 still taxed or SORN'd, it is one of just 38 finished in one of the various shades of blue, making this car especially rare. From Ferrari UK it went to a London agent and was first registered on 1 January 2000 to its original keeper, 46-year-old company director Mr N.P. of Avon. The list price was £176,167 plus delivery, plates and tax, with desirable options added: blue upper dashboard (DSH1, £468) and steering wheel (STW1, £204). Over the next 21 years it passed through four owners before being bought on 7 May 2021 by Ferrari specialist Mr N.H. of Kent, showing 21,200 miles. Its most recent custodian, 54-year-old Dr C.S. of Surrey, acquired it on 16 October 2023 at 24,342 miles, adding it to his collection of four Ferraris—none with four seats. Today, it is offered complete with original service books (14 services), wallet, tools, both keys and all three immobilisers.

2002 Ferrari 456 M GT

One of eight

Finished in Blu Tour de France with Beige leather, Dark Blue piping and matching carpets, this car wears one of the most desirable colour schemes. One of just 33 imported—25 still taxed or SORN'd—only eight were painted in a blue hue (Tour de France, Le Mans or NART). Delivered new to Graypaul, the Midlands Ferrari agent, it was registered on 14 March 2002 as their demonstrator. The list price was £170,358 plus options: Dark Blue-trimmed dashboard (DSH1, £468), matching steering wheel (STW1, £204) and seat piping (PIP1, £864). It then passed through two owners before being acquired by its fourth and penultimate keeper, at only 10,960 miles. The most recent owner bought it on 1 July 2010 with 19,523 miles. Today, it remains complete with both original keys, two black and one red immobiliser, service book with 17 stamps, full handbooks, leather wallet and the original Maglite torch.

Please contact Mike Wheeler for further details and to arrange viewing

Mike Wheeler

Experience the Experience.
Sales: 01428 606616 Service: 01428 606606
www.rardleymotors.com

REDLINE ENGINEERING UK

1989 AC Cobra MKIV,
British racing green with olive interior, Ford 5.0 ltr carburettor engine 21,000 miles - **£98,000**

1990 AC Cobra MKIV,
Sapphire Blue with black interior, 15inch wheels, dash conversion, 15,000 miles - **£108,700**

2022 Lister Bell STR Lancia Stratos Replica, 3 ltr V6, 1,600 miles, finished in Blue Cepheus, stunning build quality.

SALES | RESTORATION | MECHANICAL REPAIRS | SERVICING | STORAGE

Tel: 01932 875435 Email: info@redlinepe.co.uk Web: www.redlinepe.co.uk

---

Michael Wise Cars

Ferrari 308 Sprint Pack Cars. Extremely Rare!

A GTB (one of maybe 5 or 6 cars) and a GTS (unique!) built by Ferrari dealerships under supervision and using parts from the Ferrari factory and producing 290 BHP (standard is 240 BHP) Too much to explain here, please see my website for further details. **£poa**

E Type S3 V12 Roadster

1973 UK supplied with original colour scheme (Heritage certificate confirming matching numbers and spec.) 29000mls only and subject to a recent bare metal respray, interior refresh, mechanical recommission, full detailing, etc. Extremely beautiful example throughout **£99995**

E Type S1 3.8lt Coupe

1962 UK supplied (Heritage certificate confirming matching numbers and spec.) and subject to £100k plus ground up rebuild and only shakedown mileage since. This is undoubtedly, the very best of the best, simply stunning!
£99995

07836 622 234 • info@michaelwisecars.co.uk • www.michaelwisecars.co.uk

FENDER-BROAD
CLASSIC CARS

"Sourcing, preparing and passing on cars we like, to people we like."
EXTENSIVE PHOTOS AND VIDEOS ON OUR WEBSITE

JAGUAR XK140dhc UK RHD matching numbers. Gunmetal metallic, older restoration driving impeccably and sold with huge history file, Heritage Certificate and engine warranty. **£89,995**

JAGUAR XK150S Concours body off chassis matching numbers 3.4S. The very best available in unmarked 'running in' condition. A 245bhp gentleman's express. **£POA**

JAGUAR XK150 3.8 UK RHD matching numbers, Heritage Certificate, Black, red trim, PAS, mahogany, louvered bonnet, Monza filler cap. Unique and fabulous driving car with Rolls Royce quality interior. **£59,995**

ROLLS ROYCE SILVER CLOUD III As seen extensively in the 1960's cult film Blow Up and presenting in first class condition. **£195,000**

TRIUMPH TR250 Right hand drive, body off chassis restored and presenting in virtually concours condition. Surrey Top and fabulous history file. **£32,995**

JAGUAR XK120 FHC LHD Black on black with a whole host of cosmetic and engineering upgrades. Matching numbers. Coming from the collection of a famous car designer. Superb. **£59,995**

Aston Martin DB9 Volante MANUAL. Incredibly rare and highly collectable with just 19000 warranted miles. FSH and ready to adorn the most discerning collection. **£54,995**

JAGUAR XK120 Very early car with matching numbers and period competition history by celebrated first owner. Period bucket seats. It's just fabulous **£120k**

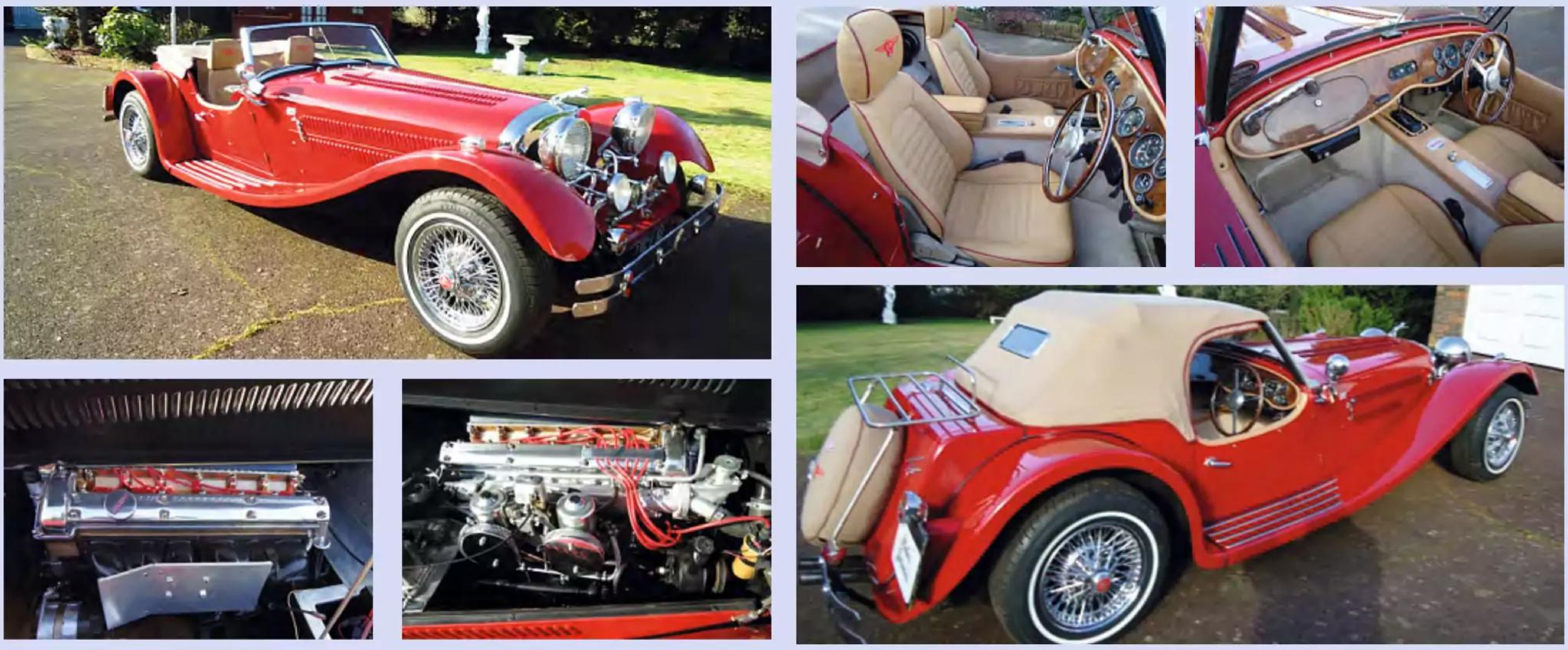
☎ +44 (0)7794 477 785 ✉ neil@fenderbroad.com 🌐 www.fenderbroad.com

---

Peter Jarvis
Different Class
Established 1969

Visit our internet website: www.peterjarvis.net

Rolls-Royce • Mercedes-Benz • Jaguar and Prestige Automobile Specialists.
Specialists in Shipping to all parts of the World
Gildenhill Place, Gildenhill Road, Swanley, Kent BR8 7PD, England.
Telephone: (01322) 669081 • Mobile: (07836) 250222
VIEWING BY APPOINTMENT ONLY. Servicing & Storage - Transmission Specialists



Jaguar SS100 Built in 1975 by the famous coach builders Birchfield in handcrafted aluminum based on the1935 SS100. These cars are very rare, only 22 were ever made, this one is No 18, these cars have over tripled in price because of the investment side of them plus they drive beautifully. Powered by the Jaguar 4.2 engine with twin carbs. Hardly ever see these for sale because of the rarity of them. Although we have been fortunate to have owned seven of these masterpieces. Finished in gleaming red with beige hide interior piped in red with embroidered headrests, Power steering, automatic, sparkling chrome wire wheels, Beige convertible top and spare wheel cover and hood cover, large chrome headlights with chrome mesh grills, twin spots, side pillar light, stereo, disc brakes. All weather equipment. Probably the finest coach built repro in the world, this car is just breathtaking .... **£145,500.**
More pictures on website http://www.peterjarvis.net

pjarvis646@aol.com

UK·SPORTS·CARS
CLASSIC & SPORTS CAR SPECIALISTS

2008 VW T2 DANBURY RIO CAMPER VAN. RIGHT HAND DRIVE. WATER-COOLED. STUNNING CONDITION THROUGHOUT. BRAND NEW UPHOLSTERY. POP TOP ROOF. DETAILED TO A HIGH STANDARD. £32,995

LOTUS ELAN+2S130/5, 1974. RARE OLYMPIC BLUE WITH OATMEAL INTERIOR WITH LEATHER DRIVER'S AND PASSENGER'S SEATS. £19,995

1964 VW SPLIT SCREEN CAMPER VAN. FACTORY GERMAN BUILT. UK SUPPLIED RIGHT HAND DRIVE. MANGO GREEN / SEAGULL GREY. POWER STEERING. CUSTOM INTERIOR. FULLY RESTORED - £54,995

FORD SIERRA SAPPHIRE COSWORTH 2.0 2WD, 1989. 61,000 MILES WITH FULL SERVICE HISTORY. £39,995

MG B ROADSTER 1998CC, 1971. COMES WITH HARD-TOP AND SOFT-TOP. £14,995

LOTUS ESPRIT TURBO HC, 1987. LAST OWNER 21 YEARS. ONE OF 135 EVER BUILT AND THIS IS ONE OF THE LAST GIUGIARO HC TURBOS BUILT £69,995

Please visit our website at www.uksportscars.com for thirty other carefully selected Lotus, Caterham, performance and classic vehicles. Should you be thinking of selling any of the above or similar please contact us for a no obligation discussion -

YOUR CAR WANTED!

Full Paint Shop & Servicing Facilities
Commission Sales Undertaken on Most British Classic & Sports Cars
TEL: 01227 728190
Website: www.uksportscars.com E-mail: sales@uksportscars.com

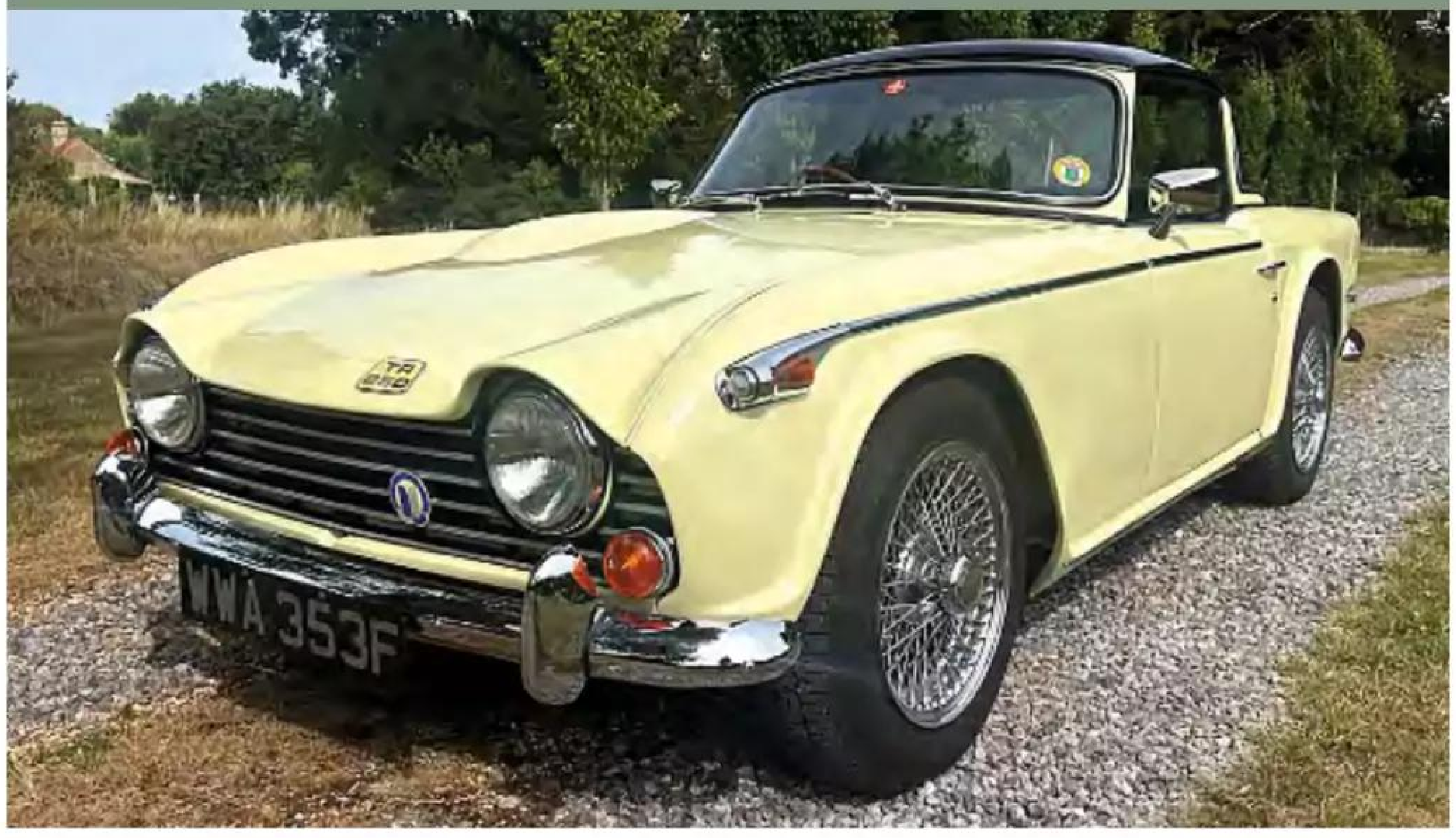
MG MOTORSPORT
www.mgmotorsport.com - mail@mgmotorsport.com

MGC SEBRING for SALE

01442 832019
mail@mgmotorsport.com

Classified pick

Our favourite cars you can buy this month



TRIUMPH TR250

Year of manufacture 1968 **Recorded mileage** 8027
Asking price £32,995 **Vendor** Fender-Broad Classic Cars, Holt, Wiltshire; 07794 477785; fenderbroad.com
WHEN IT WAS NEW
Price $3175 **Max power** 104bhp **Max torque** 143lb ft
0-60mph 10.6 secs **Top speed** 109mph **Mpg** 21

I do love a TR5: mating the classic Giovanni Michelotti looks of the TR4 with the 2.5 PI's wonderful, sonorous 150bhp injected straight-six, it's one of my favourite '60s British sports cars. Unfortunately, however, I'm not the only person to have noticed that and, with only 2947 of them built in a short production run, prices have gone a bit silly in recent years.

I could go for a TR6, and I am a fan of the Karmann restyle: with 90,000 made, prices are far more affordable, but it's also a bit less exclusive. There is an alternative, however: the Federal-spec TR250 is a twin for the TR5 – visually, at least – and this superbly restored example is for sale with Fender-Broad for around half what a 5 in similar fettle would set you back.

The reasons for its bargain status are twofold: first, there are a lot more of them (nearly three times as many), and second, it's more of a semi-skimmed TR5 than a full-fat one. For the US, Triumph threw out thirsty, smoggy Lucas injection and replaced it with a pair of Stromberg carbs, dropping power by 46bhp and torque by 21lb ft. On the plus side, both came in lower down the rev range, making the TR250 more of a cruiser than a road-burner.

Having found its way to the UK – reportedly from a 'dry state' – it was restored a decade ago by UK specialists under the watchful eye of its keen owner, who has since sadly passed away. During the rebuild it was switched to more desirable SU carbs – you could always take the Weber route if you fancy upping it to TR5 power levels – and converted to right-hand drive, with uprated suspension. The body was repainted in its original Jasmine Yellow and still looks superb, with excellent panel fit, though there are a couple of plugged holes in the boot – from an old numberplate light? – and I'd reinstate the stripe across the nose: if you're going to have a TR250, be proud of it.

A thick history file details the rebuild, and the car looks excellent under the bonnet and beneath, with a clean chassis and a touch of road rash but no rot. It sits on chrome wires with expensive Michelin XZX tyres, while inside it isn't over-restored yet presents well, mostly original bar the wood-rim Moto-Lita wheel, branded mats and some extra trimming around the gearlever. As well as the hood, the car comes with a Surrey Top – essentially a targa before the term was invented – adding year-round practicality. Although it's still in great order, enough edges have been knocked off to stop you being afraid to use it.

SUMMARY

CHOSEN BY Alastair Clements
FOR Much cheaper than a TR5; superb older restoration
AGAINST Not as quick as a TR5; still costlier than a 6
WHY SHOULD I BUY IT?
All the show of its more revered sibling and nearly as much go, for a lot less dough

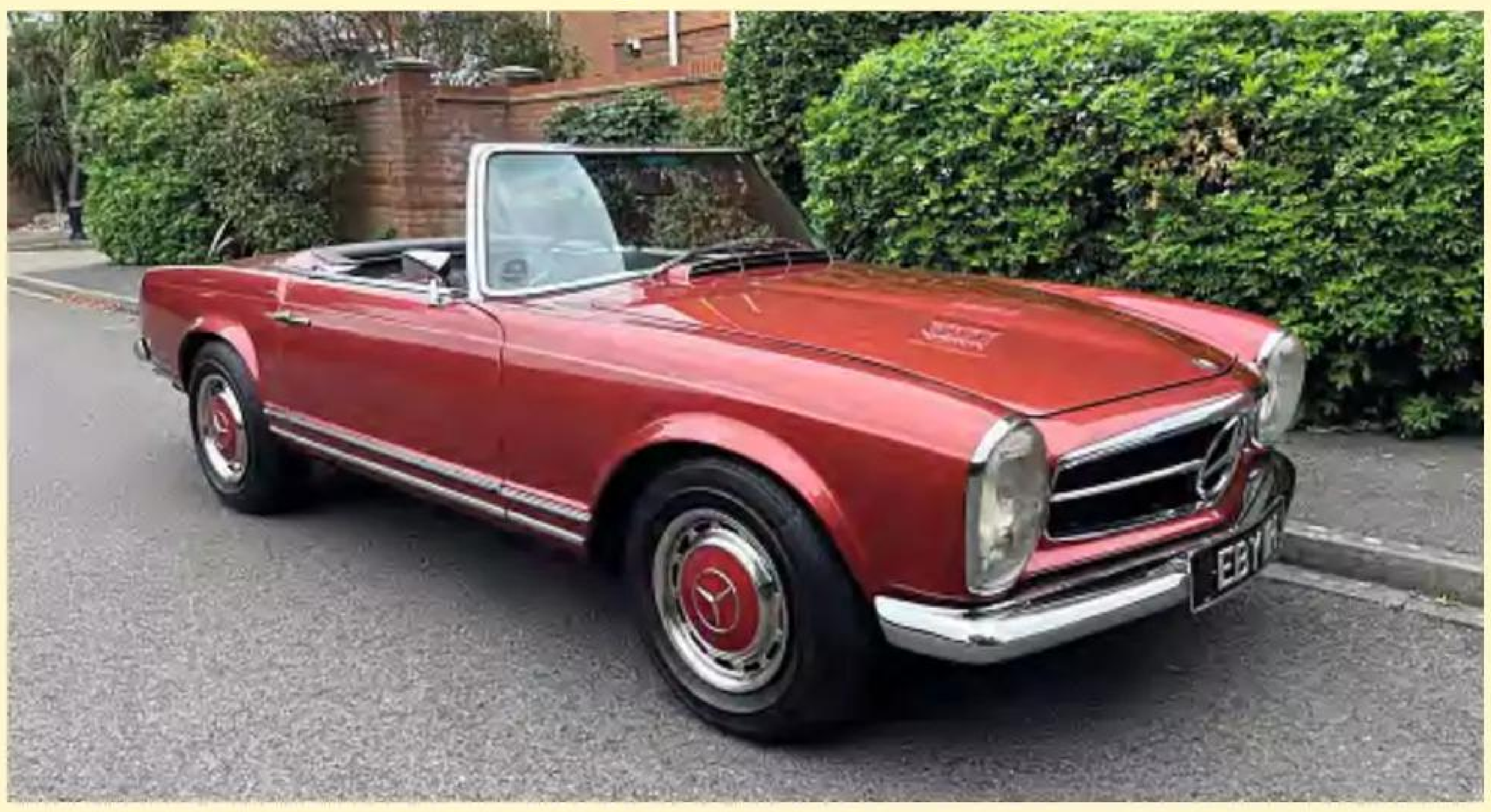
www.hurstpark.co.uk
Tel: +44 (0)1372 468487
Mobile: +44 (0)7799 473513
sales@hurstpark.co.uk

HURST PARK
Classic Cars

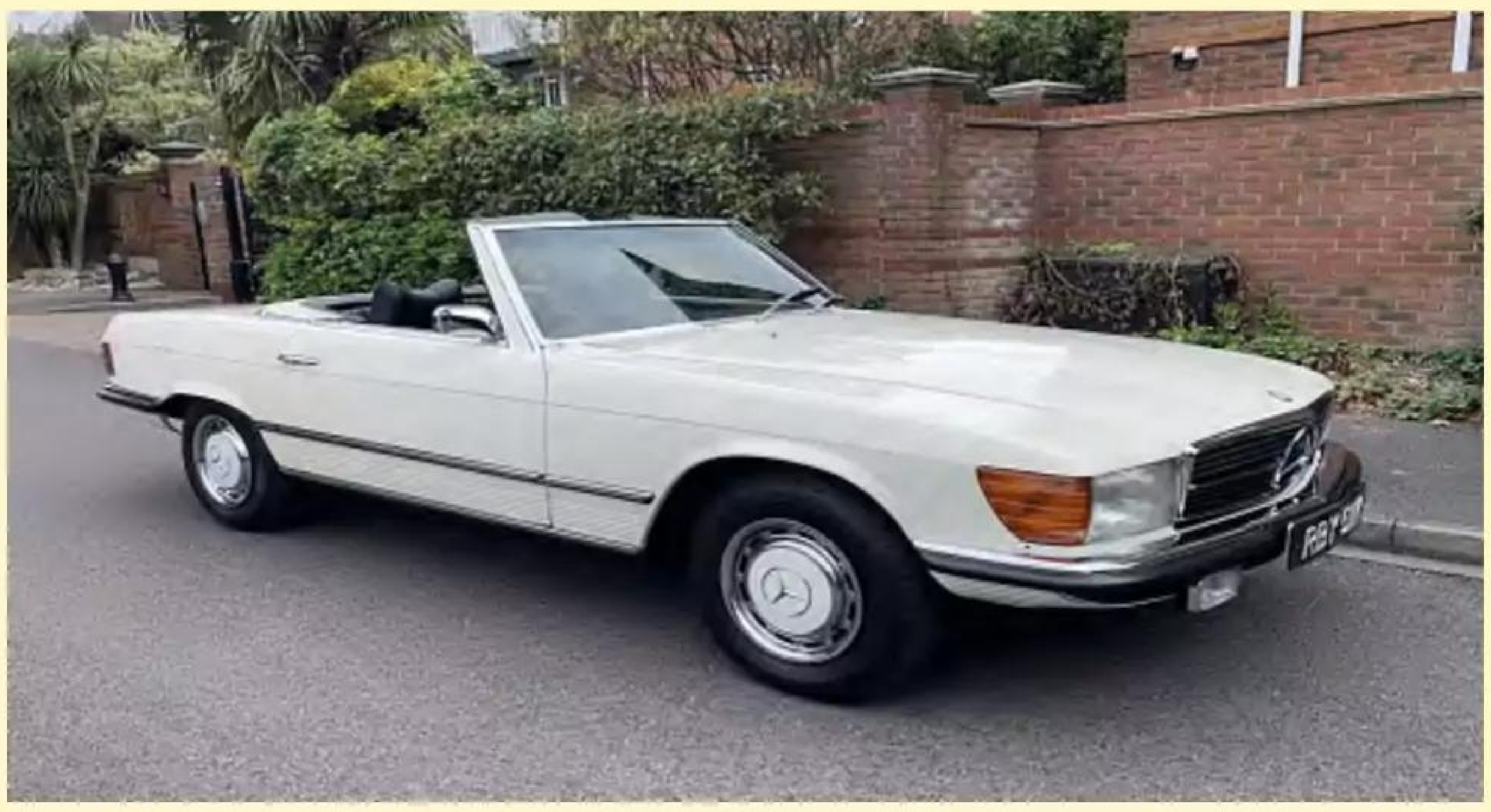
'a family business founded in 1938'

HCVA
HISTORIC & CLASSIC VEHICLES ALLIANCE
ESTABLISHED 2021

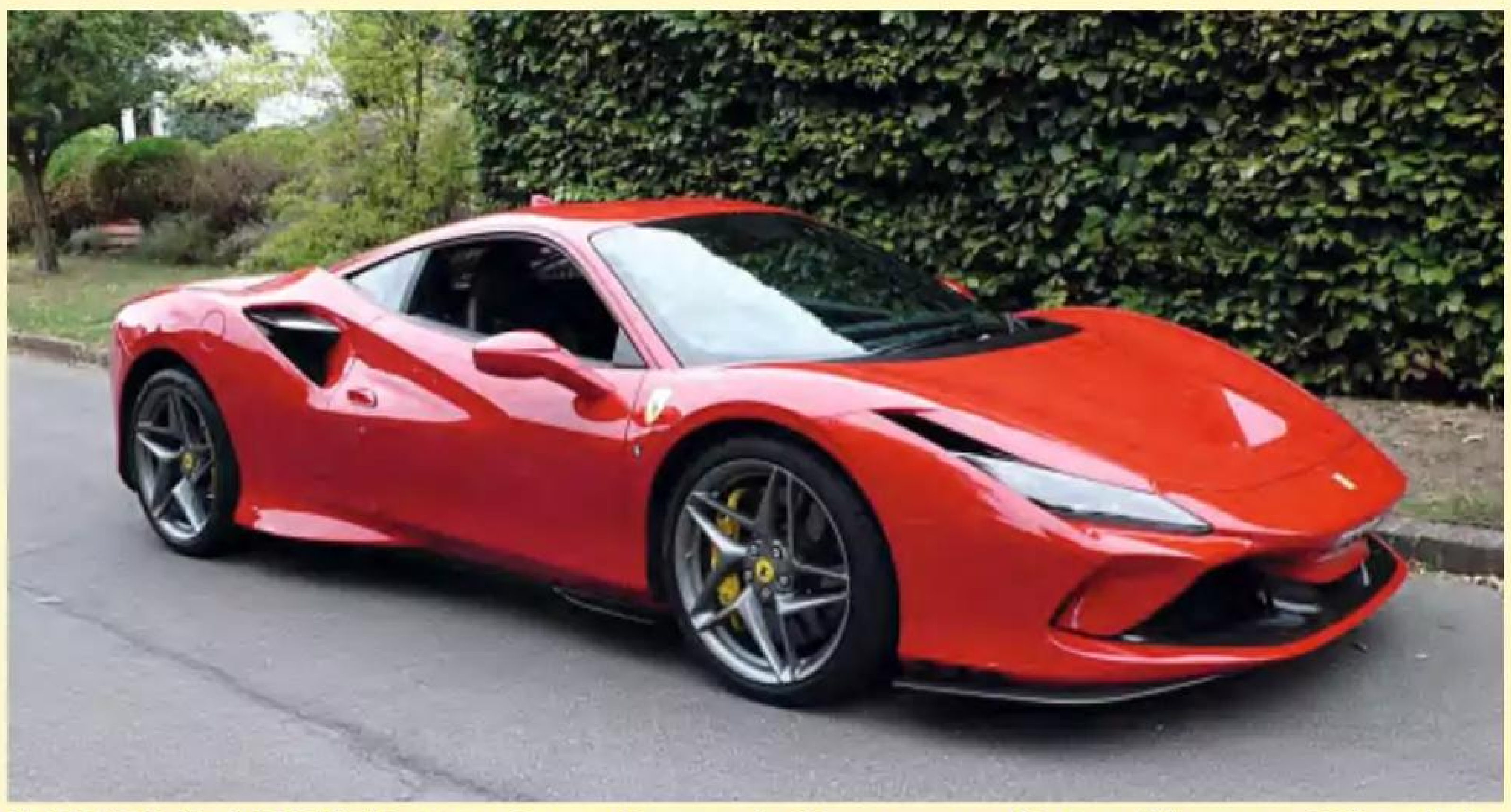
We will be exhibiting a selection of cars for sale at The National Classic Motor Show, NEC, 7th - 9th November.



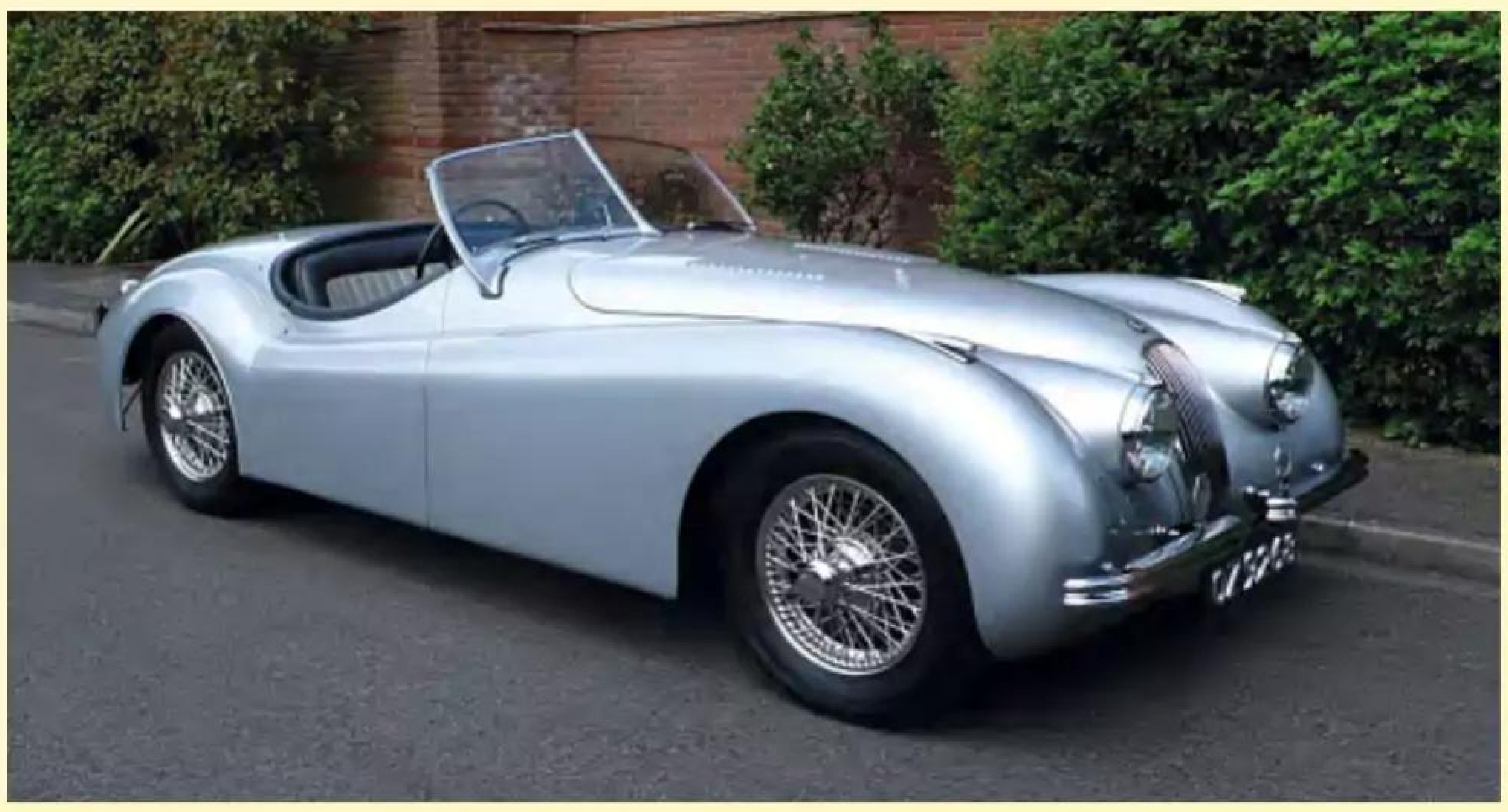
MERCEDES-BENZ 280 SL 'PAGODA' (W113) 1969: Opalescent Maroon with Black hide interior. Matching Maroon hard-top and black mohair soft-top. Automatic/P.A.S. 90,000 miles only from new. Comprehensive history and known to us for many years. **£109,500**



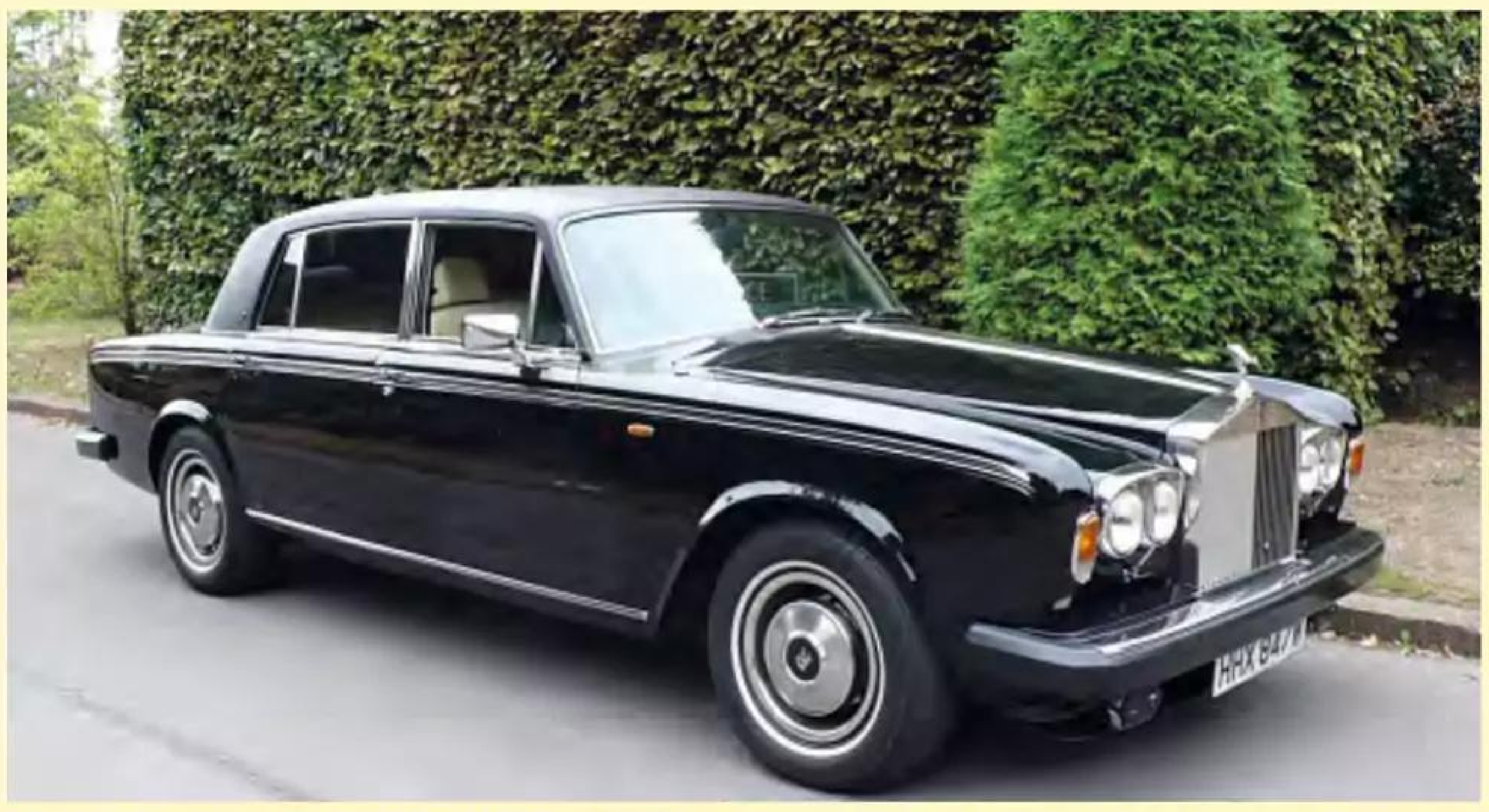
MERCEDES-BENZ 350 SL (R107) 1972: Classic Mercedes White with white painted hub caps. Black hide interior. White hard-top and black soft-top. Rear seats. Automatic/P.A.S. Four owners. 33,700 miles only from new. Comprehensive service history from new. One of the first UK supplied examples.. **£39,995**



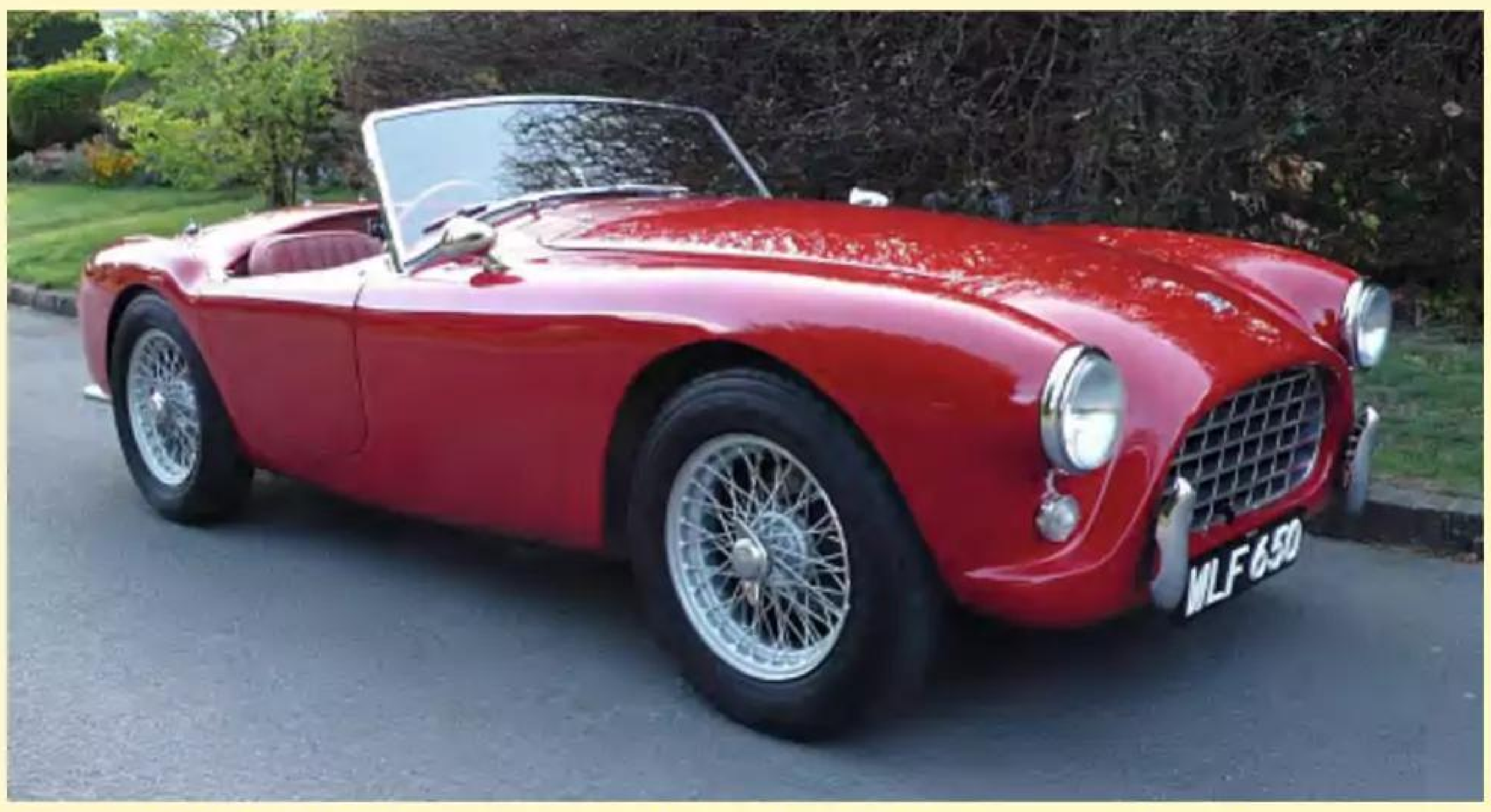
FERRARI F8 TRIBUTO 2020: Rosso Corsa with Nero interior. Carbon Fibre trim. Yellow brake calipers. 20" Dark Forged wheels. 17,000 miles only from new. Excellent specification to include parking camera, front and rear parking sensors, full electric seats, suspension lifter and many other features. Recently serviced with a year of Ferrari warranty **£199,950**



JAGUAR XK 120 ROADSTER 1950: Silver with Navy Blue and Grey hide interior. Polished stainless steel wire wheels. A very early steel bodied original RHD example. Original engine block. 5-speed gearbox. Body-off chassis restoration many years ago utilising the services of many well-known specialists.. **£99,995**



ROLLS-ROYCE SILVER WRAITH 11 1981: Masons Black with Beige hide interior. Black vinyl roof, easily removable dark tinted glass and whitewall tyres. One private owner. 23,000 miles only from new! All usual refinements of this 'Top-of-the-Range' model. **£39,995**



AC ACE BRISTOL 1959: Svecia Red with original Red hide interior and matching wet weather equipment. Silver wire wheels. An original UK supplied matching numbered example fitted with overdrive and an oil temp gauge. Original Log-Book. This is a lovely original example that has clearly been well cared for throughout its life.. **£265,000**

ALVIS TE 21 DROPHEAD COUPE 1965: Opalescent Silver Blue with Grey hide interior. Navy Blue mohair soft-top and hood cover. Chromium wire wheels. 5-speed ZF gearbox. Electric power steering and other useful upgrades. Restored some years ago. Classic British coach built four-seater touring car.

JAGUAR 240 1969: Jaguar Light Blue with Navy Blue interior. Four owners. 79,000 miles only from new. Manual/overdrive. Comprehensive history. Excellent useable example which has benefitted from much recent expenditure. **£14,995**

JAGUAR XJ V8 4.2 Ltr SPORT (X-350) 2003: Midnight Black with Ivory hide interior. 18" 'Sepang' alloy wheels. Three owners. 53,000 miles only from new. Full service history. Very high specification. Previously supplied by ourselves. **£10,995**

MG MIDGET MK2 1966: Tartan Red with Black interior and white piping to the seats. Black soft-top and weather equipment. Silver wire wheels. Extensively restored some years ago and still a lovely example from the classic Midget production period. Previously supplied by ourselves. **£11,995**

MERCEDES-BENZ E250 BLUE EFFICIENCY COUPE 2012: Iridium Silver with Black hide interior. 17" twin spoke alloy wheels. 25,000 miles only from new. Climate control, heated front seats and other usual refinements.. **£10,995**

VIEWINGS STRICTLY BY APPOINTMANT ONLY.
ALL OUR CARS ARE ORIGINAL UK SUPPLIED UNLESS OTHERWISE STATED.
WANTED: WE ARE ALWAYS IN SEARCH OF ORIGINAL LOW MILEAGE EXAMPLES OF THE TYPE OF CARS THAT WE SELL. PLEASE ADVISE US OF ANY SUITABLE CARS THAT YOU MAY HAVE, OR KNOW OF, WHICH MAY BE FOR SALE

The School Garage, Classic Car Shop

Classic Car Specialists

EST 1979

1994 Mercedes SL320 R129 Finished in Nautic blue with Champagne leather, blue hard top, black power hood. 8 hole alloys, electric windows, seats, mirrors, Cruise control, OTG, CD/radio electric aerial. 85000 miles only with FSH recent new tyres, A lovely original example **£16995.**

1937 Rolls Royce 25/30 sports saloon by H J Mulliner chassis number GAR 46. Oxford Blue with original Navy blue leather, Concours winning example, full documented history and one of the finest available. **£54,950.**

1988 Ferrari 328 GTS. RHD. Pre ABS model, Rosso Corsa with Creamer leather and red carpets. A Right Hand drive UK market example. With Matching numbers, in mint unmarked condition, having covered a genuine 28000 miles only with FSH. All books, tools, and impeccable documentation from day one. Factory sports exhaust and recently serviced. **£99950.**

2000 Aston Martin DB7 Vantage Auto. Aston Martin racing green with green and fawn leather, alloys, sport's exhaust usual high spec etc, two owners and 38000 miles only, with full AM service history, beautiful original mint example one of the finest available. **£29,950**

1992 Mercedes 300SE W126 One of the last in production. Barolo Red with grey velour trim, alloys,ABS electric sunroof, windows, mirrors, etc. Head lamp W/W etc. 66000 miles only with a full documented history, lovely original and stunning example **£18,950**

1988 Ferrari 328 GTS LHD example in Rosso Corsa with Tan leather. 19000 miles only with full documentation. All books tools etc. Recent full service and tyres. Ultimate registration E328 GTS available if required. Possibly the finest. Available in concours show condition. **£89,950.**

1977 Rolls Royce Silver Shadow 2. Walnut with London tan leather, Wilton Carpets and Lambs wool over Rugs, 61000 miles Only, Full documented history from Day one, huge history file, all original MOTs and invoices, Original Book pack and factory warranty. 3 previous owners from new. Without Question one of the finest in existence. **Magnificent in every way. £29,950**

1967 MGB Roadster RHD Matching numbers. In Old English white with Black leather piped in white, CWW, overdrive and stainless steel exhaust, stunning and immaculate rot free example from a serous MG collection. **£18950.**

1966 MG Midget, Original RHD matching number car in signal red with red trim, 79000 miles and last lady owner 25 years, excellent rot free example. Just having a full service and recommission. Plus new hood, after little recent use in storage, a truly stunning example **£11950.**

[illegible]54 Bentl[illegible]e auto. Two tone grey [illegible]eather trim and burr walnut, exc[illegible]ody, Chassis and Engine, 61000 mil[illegible] and three owners. Factory Sunroof. Stunning example that drives beautifully. **£29,950.**

1963 Mini Minor Finished in period Yellow with blue trim. Original Uk matching numbers car in lovely. Original condition and driving superbly. Vast history file and documentation going back 50 years, stunning **£16,950.**

1995 Range Rover 4.2 LSE LWB. Classic (soft dash) in Stunning Niagara Grey with Grey leather and Cyclone alloy wheels. Ex-factory car with Brooklands Bodykit and magnificent rust-free condition. Restored to Show winning standards a few years ago at great expense. Rust-free, Excellent Paint, Wood, Leather, Headliner, Wheels etc. 129K with Fully documented history. **£39,950**

1974 BMW 3.0CS auto. Fjord Blue with blue velour trim. Alpina alloys, 82000 miles. An original RHD Matching numbers example. That was fully restored to a very high standard. Several years ago for a private collection.Lovely example that drives beautifully. **£54,950.**

1995 Jaguar XJR Supercharged Auto. Rosé Bronze with Charcoal leather. Completely rust free and original, low mileage Mint example, The Best we have seen since they were new ! **£24950.**

1984 Mercedes 500SL R107 Lapis (Nautical Blue) with Grey leather trim. Rear seat, Aircond, criuse, Mexican hat alloys. Hard and soft tops like new, 51000 miles only with full documented Mercedes history with Lancaster up to 41000 Miles and specialist thereafter. A totally rust free example with prefect bulkhead, paint, chrome, Glass, recent tyres, And one of the finest available **£49950.**

1990 (89 build) Mercedes 500SL R129 Rare pre CAT model. In Astral Silver with grey leather, 45000 miles only with full documented Mercedes history, usual high spec includes alloys, Air Cond, power hood, Criuse, full electric pack a truly magnificent example in show winning condition **£POA**

UP TO 50 VEHICLES IN STOCK...

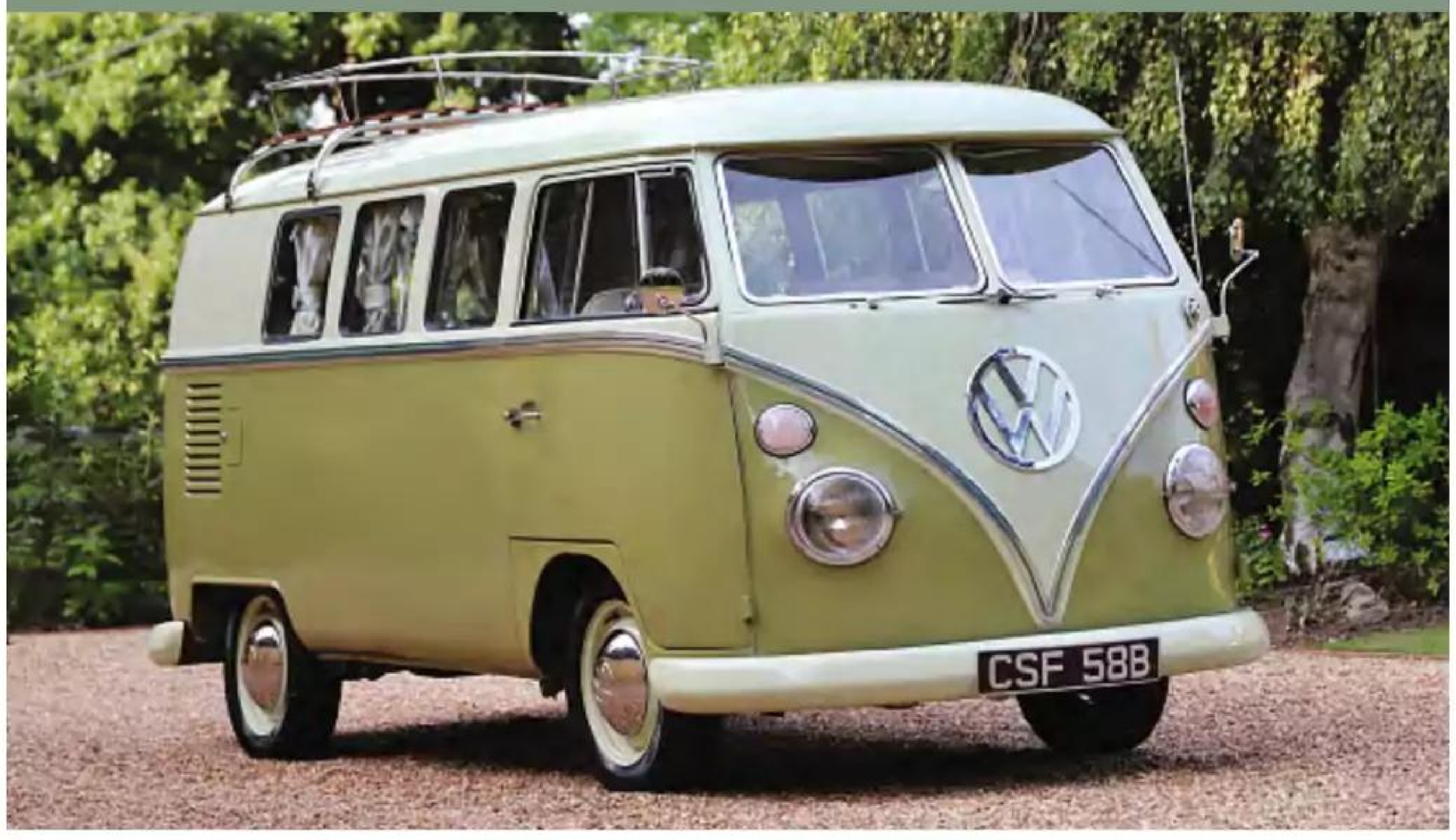
Please view our website **www.classiccarshop.co.uk**

WHALEY BRIDGE, HIGH PEAK, DERBYSHIRE, SK23 7DQ

Telephone: **01663 733209** • Mobile: **07767 617507**

Classified pick

Our favourite cars you can buy this month



VOLKSWAGEN TYPE 2

Year of manufacture 1964 **Recorded mileage** 2000
Asking price £54,999 **Vendor** UK Sports Cars, Canterbury, Kent;
01227 728190; uksportscars.com
WHEN IT WAS NEW
Price n/a **Max power** 34bhp **Max torque** n/a
0-60mph n/a **Top speed** 56mph **Mpg** n/a

While I'm still dreaming of finishing my own Type 2 camper, here's one that is ready to go. I often enjoy being sidetracked on the UK Sports Cars website, away from the Lotus models that really should be my focus to its unexpected specialism in parallel: superbly restored VW Kombis. This one in particular caught my eye because it pairs the early, split-screen body with the later, more gutsy twin-port engine, and it's a factory-original right-hand-drive example. Admittedly, I had already been drawn irresistibly to the very period Mango Green and Seagull Grey paintwork.

It gets better, because whoever commissioned this van's full restoration really went the distance on the specification. As well as that reconditioned engine, complete with stainless-steel exhaust, it's been retrofitted with fully independent rear suspension and front disc brakes, as well as an adjustable Creative Engineering power-assisted rack-and-pinion steering system.

The interior has been decked out by rival specialist Bespoke VanWurks, and the vendor notes that the finish is impeccable. The cabinetry looks solid and neatly fitted, and matches the van's style just as successfully as the subtly groovy fabric inlays in the vinyl seats. It's well judged, with all the high-end kit you could dream of, but without disturbing the Splittie's overall flavour. A control panel for the cabin electrics and heater doesn't look out of place, while the modern fridge, sink and gas burner are all stylishly integrated.

It's a tin-top van, so the only berthing is provided by the ¾-size rock 'n' roll bed that folds out of the rear bench seat, but that's just how I'm planning my own Kombi. Little trips to the countryside are made easier without a heavy pop-up roof to consider, whether it's the wind, rain or just the extra weight. There's also the gorgeous wood-and-chrome roof-rack to add to those rose-tinted images of future holidaymaking. Throw the deckchairs or some old luggage up there and you'll transmogrify yourself back to 1964.

Only 2000 miles have been covered by this four-wheeled time machine since its reconditioned engine was put back into the restored shell, so there will be many more chances for its next owner to experience its wonderfully clattering amble on the wide-open road. And it'll be doubly inviting, because this considerately uprated Splittie will be far less at the mercy of modern traffic *en route*, and feel surprisingly cosy when you get to your destination.

SUMMARY

CHOSEN BY Aaron McKay
FOR Irresistible charm; weekends back in the 1960s
AGAINST Lots of money; still goes at a leisurely pace
WHY SHOULD I BUY IT?
Split-screen vans are evergreen investments, and you'd pay much more to restore another to this level

PERCIVAL
motor company

1982 Lotus Espirit S3
23,800 miles, fully refurbished, extensive file.............................£32,995

2002 Porsche 911 C2 996
Manual, black leather, 63,000 miles, full engine rebuild £29,995

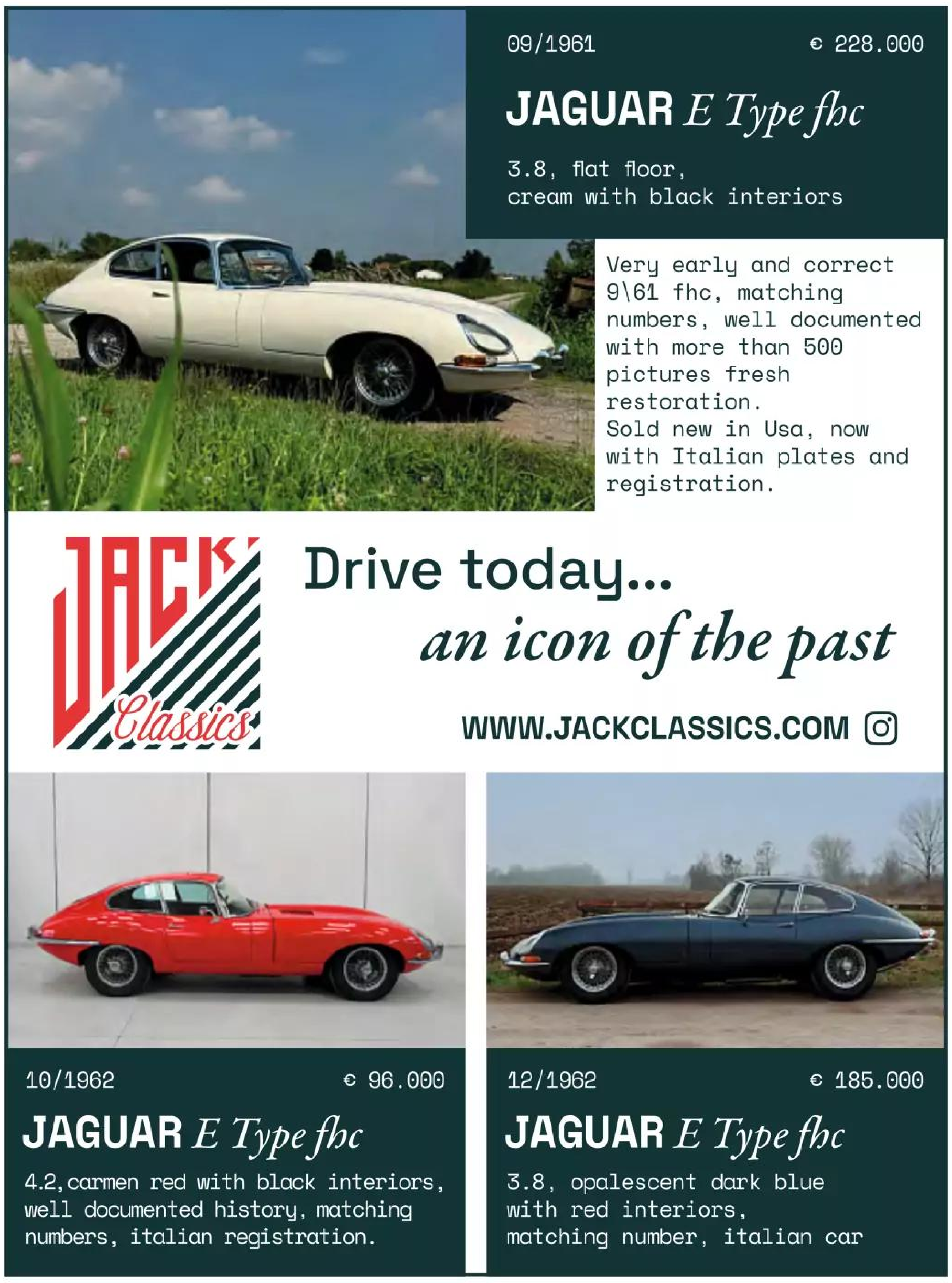
1949 Land Rover Series 1
Dunsfold restoration, supplied new in Kent, owned fifty years £44,995

1966 Triumph TR4a
Surrey top, overdrive, Minilite wheels, older restoration £21,750

1972 MGB Roadster
Restored using a Heritage shell, chrome wire wheels, overdrive............. £13,995

1969 MGC GT
Overdrive, black leather, nut and bolt restoration, beautiful......................... £24,995

01622 851841
www.percivalmotorcompany.co.uk
Percival Motor Company. The Old Forge, Pye Corner, Ulcombe, Maidstone, Kent ME17 1EH



09/1961 € 228.000
JAGUAR *E Type fhc*
3.8, flat floor,
cream with black interiors

Very early and correct 9\61 fhc, matching numbers, well documented with more than 500 pictures fresh restoration.
Sold new in Usa, now with Italian plates and registration.

JACK Classics
Drive today...
an icon of the past
WWW.JACKCLASSICS.COM

10/1962 € 96.000
JAGUAR *E Type fhc*
4.2, carmen red with black interiors, well documented history, matching numbers, italian registration.

12/1962 € 185.000
JAGUAR *E Type fhc*
3.8, opalescent dark blue with red interiors, matching number, italian car

KC Kim Cairns CLASSIC CARS

KIM CAIRNS Established in 1972

Quality is remembered long after price is forgotten

Please come and see us at the NEC Classic Motor Show in hall 3 stand 425

1995 PORSCHE CARRERA 4 911 (993) 6 SPEED MANUAL (LHD Supplied by Sonnen Porsche of San Francisco, original invoice is within the history file. Polaris Silver Metallic with Classic Grey leather seats, having benefited from California's dry climate the body and paintwork are in immaculate condition as is the interior commensurate with the low mileage of only 58,896 miles. Comes with a service book, owners manual, V5C document and print out of service, mileage and ownership history. This iconic example of Porsche's final version of the air cooled engine is widely regarded as the best generation of the 911 ever produced. **£64,995**

ULEZ COMPLIANT

2014 JAGUAR XK R 5.0 V8 SUPERCHARGED COUPE. Finished in immaculate Ultimate Black with Ivory Hide seats and Dark Mesh Aluminium Veneers, Black Leather Dash and centre console with Ivory stitching. Featuring a 5.0 litre Supercharged Dynamic R Engine. High spec with electric memory climate seats, heated and multifunctional steering wheel, cruise control, 7in LCD touch screen, rear view camera with front and rear parking sensors, dual zone front climate control and much more. Full main dealer service history. Only covered 19,400 miles.Exceptional example combining luxury with power..**£39,995**

ULEZ EXEMPT

1949 LANCIA APRILIA Originally registered in the UK and exported to America in 2012. $60, 000 was spent on the restoration by Pro-Tech of Washington, an award winning company. Where it was stripped to a bare shell and completely rebuilt.Was brought back to the UK in 2017. The car has recently had a new engine rebuild.The Aprilia's were renowned for their handling performance and quality and were frequently raced throughout Europe and the UK. This Aprilia is eligible for the Mille Miglia, the Storica and other vintage tours and rallies. A lovely fully restored example.... **£34,995**

ULEZ COMPLIANT

2016 MODEL RANGE ROVER AUTOBIOGRAPHY WITH OVERFINCH STYLING Range Rover 4.4 litre Autobiography with a host of Overfinch styling and enhancements. Finished in stunning Velocity Blue with Ivory perforated leather throughout including headlining complimented by Piano Black Wood and 23-inch Overfinch Wheels and Overfinch Full Carbon Pack. Very high specification. Only 52,000 miles with comprehensive service history. The Ultimate Range Rover in Fantastic condition, a very rare find. **£33,995**

1989 JAGUAR XJS V12 CONVERTIBLE This immaculate XJS has only covered a mere 33,000 miles from new. Finished in immaculate Signal Red with Magnolia Hide and Black Hood. Last owned by a local lady who had the car in her collection since 2018 and unused during her ownership. Full service history backed up by 12 service stamps, old MOTs and invoices. Comes with original handbooks, service book and tool kit. Exceptional example with excellent history. **£27,995**

1997 ROLLS ROYCE SILVER DAWN LWB AUTO A rare opportunity to acquire a Rolls Royce Silver Dawn. Only 87 RHD out of a total production of 237 of these fabulous last of the line ZA service Rolls Royces were produced before the involvement of BMW etc. Finished in immaculate Midnight Blue with unmarked Parchment Hide piped in Royal Blue, dark Blue Lambswool rugs and walnut trim. Rolls Royce alloy wheels with white band tyres. Last owner for the past 10 years comes with a full service history. 9 main dealer stamps to 30,200 miles and 2 more service and invoices from Rolls Royce Specialists. Comes with original Silver Dawn Book Pack, Handbook, service book with 13 service stamps and a file of invoices and old MOTs. Also included is the registration plate of "B2 BTE". Excellent example of a very collectable Rolls Royce. **£26,995**

ULEZ COMPLIANT

2007 JAGUAR XKR 4.2 V8 CONVERTIBLE SUPERCHARGED. Finished in immaculate Lunar Grey with Charcoal Hide, Black Hood and Black 20 inch Split Rim Alloy Wheels. Only 51,000 miles and a Full Service History. Specification includes Sat Nav, Cruise Control, Electric and Heated Seats with Electric Lumbar Adjustment, Rear Park Assist, Alpine Music System, Dynamic Stability Control and much more.Comes with Original Book Pack, Service Book, 12 Months MOT and 12 Months Warranty. Super Car Performance for only **£19,995**

1989 VOLKSWAGEN SCIROCCO GT *ONE OWNER 19,000 MILES ONLY* This stunning 2nd generation 1.8 litre GT Coupe is finished in its original and immaculate Metallic Grey with Grey Trim. Registered on the 24th of April 1989, serviced by Volkswagen Main Dealers Colborne of Surrey and has only covered 19,000 miles. Owned by an elderly gentleman who covered just over 1000 miles in the past 19 years.Comes with original Scirocco instruction manual and dealer information in original wallet. Service invoices and service print out and 2 sets of keys. Totally original Scirocco in time warp condition....**£18,995**

2002 MASERATI CAMBIOCORSA 4.2 Finished in one of the best colour combinations of blu mediterranean with crema hide. With the 4.2 Ferrari built 4.2 V8 engine. Specs include climate control, electric heated seats, electric windows and maserati media system. Only 54,000 miles from new with full maserati history mainly by maranello and comes with fully stamped service history backed up with a large file of invoices and old mots original manuals and tool kit. Exceptional value italian supercar for only **£17,995**

1989 MERCEDES 230CE COUPE AUTO *Only 55,000 miles* Finished in Mercedes Blue/ Black with cream leather interior. Very high specification facelift model which includes an electric tilt and sliding sunroof, electric front and rear windows, iconic 15 hole flat faced alloy wheels, retractable rear headrests, leather trimmed steering wheel and radio/CD player. Only 55,000 miles from new with an impressive 22 service stamps in the service book and only 3 owners from new. Comes with the owners manual and stamped service book. Very hard to find a low mileage and low ownership example. **£14,995**

ULEZ COMPLIANT

2006 MASERATI QUATTROPORTE EXE GT Immaculate Nero Black Metallic with Ivory leather, contrasting Black stitching, gloss Black trim, wood rim steering wheel, Alcantara roof lining and electric sunroof. Only 57,000 miles, featuring the 4.2 V8 Ferrari built petrol engine with a 6 speed Maserati Famous F1 paddle shift gearbox with sports mode. Very high specification being the executive model. Comes with all its original handbooks a Grey Paul Maserati Main Dealer History with 7 stamps in the service book and 2 sets of keys. Stunning looking low mileage immaculate Italian Supercar.....**£12,995**

ULEZ COMPLIANT

2006 BMW 320 CI SE COUPE *ONLY ONE OWNER* Finished in immaculate Sonora Metallic with Futura Exclusive Beige Leather Upholstery. Complemented with Myrtle Wood Trim. Only one owner and serviced by them 12 times in its 46,000 miles covered from new. Only being sold due to the owner's health. Comes with all its original books including Handbook, Service Book, 12 BMW Service Stamps, Old MOT's, Original Sales Invoice and Literature. Files of invoices from Cooper BMW detailing services, ect. WHEN ONLY THE VERY BEST IS GOOD ENOUGH. DO NOT MISS THIS ONE IT'S PERFECT!...**£12,995**

To view all of our cars please visit www.kimcairnsclassics.co.uk

FREE DELIVERY TO ENGLAND, WALES OR ANY UK PORTS.
KC 2000 Ltd T/A Kim Cairns Common Road, Snettisham, Norfolk PE31 7PF **01485 541526**
www.kimcairnsclassics.co.uk. **kimcairnsltd@gmail.com**

SCAN ME

Visit our internet website
www.peterjarvis.net

Peter Jarvis
Different Class

Established
1969

Rolls-Royce • Mercedes-Benz • Jaguar and Prestige Automobile Specialists. Specialists in Shipping to all parts of the World
Gildenhill Place, Gildenhill Road, Swanley, Kent BR8 7PD, England. Telephone: (01322) 669081 • Mobile: (07836) 250222
VIEWING BY APPOINTMENT ONLY. Servicing & Storage - Transmission Specialists

Jaguar E Type 3.8 series 1 1963 LHD, roadster, finished in gleaming carmen red with as new black hide interior with the bright aluminium dash and centre consul, CD stereo system, Brand new sparkling chrome wire wheels and tyres, spare wheel unused, complete with all tools and hood cover, the whole car looks new. This breath taking icon has been totally restored from front to back by a very well known man in the Jaguar world. And has only covered a few hundred miles since. Comes complete with handbook also the amazing history file of the restoration. A chance to own probably the finest of E Types and a superb investment £157, 500

Jaguar E type 4.2 Series 11 Roadster 1970, Finished in Primrose Yellow with Black Hide interior, headrests, stereo system, manual transmission, sparkling chrome wire wheels, zero miles since nut and bolt restoration, lots of bills magnificent throughout..**£135, 750**

Jaguar E Type 1969 2+2, left drive, finished in the original mirror finish of gleaming unmarked masons black, with light beige hide interior, headrests, reclining seats, air conditioning, sparkling chrome wire wheels, manual transmission, Jaguar fitted triple Webber dco 40 carburetors, with six branch manifold, lots of history, handbook, only 500 miles since the best restoration we have ever seen, complete with all tools, recent concourse winner, and winner of many shows, trophies to go with car, this is a very rare and special E Type, The original colour scheme is breath taking, also comes with everything itemized from the previous owner. This is the best 2+2 we have ever seen, more detailed pictures on our website **£125,750**

Jaguar E Type 1972 V12 roadster, finished in unmarked opalescent silver blue, with cherry red hide interior, headrests, navy blue soft top, over mats, stereo system, sparkling chrome wire wheels, with white side tyres, tinted glass, manual transmission, power steering, complete with all tools, this car has only 25, 000 original miles from new, and only two owners, and has the original British Leyland service book, and handbook, with excellent history, drives like a new car, and in totally superb condition, just stunning.................... **£145, 500**

Jaguar E Type V12 Roadster 1973/4 Finished in Signal Red with black hide interior, manual transmission, As new chrome wire wheels with new white side tyres, complete with original Tools and handbook,Displayed in a museum for many years, Only 37,000 miles **£135,500**

Jaguar SS100 repro coach built by the famous Adams coach builders who were responsible for most of the exotic sports cars,being a ex lister design man,This roadster was built in 1985 based on the 1935 Jaguar SS100, one of only 17 built, finished in British Racing green,with beige hide interior,headrests,radio,CD player,powered by the popular Jaguar 4.2 engine with triple carbs,manual gearbox with overdrive, power steering,and disc brakes, making this a pleasure to drive,fold down front windscreen,all weather equipment, plus side screens,fitted with factory wire wheels,and twin side mounts with fitted mirrors,comes equipped with hood cover,full tonneau cover,rear chrome luggage rack,badge bar with various badges,wire grill head light protectors,twin spots,excellent history file with invoices and old MOTs,and tax discs,complete with all tools,and very expensive in door car cover,this car is just stunning and a fine investment £85,750

Mercedes 300 SL 1987 Smoke silver, Finished in this breath-taking colour of Smoke Silver with a full cream hide leather interior, this car comes with headrests, hard and soft tops, automatic, power steering, tinted glass all round, luxurious walnut veneer dash, power windows, with the luxury of factory air conditioning, fire extinguisher, immobilizer and alarm system, Stereo system, cruise control, alloy wheels, ABS, over-mats. Comes complete with all tools, this SL is just stunning in every way and very original. Only ever covered 45000 miles from new with every MOT. This car comes with a full Mercedes service history from new, with the original rare service book, comes complete with service invoices. We have never seen a better original example, garaged from new a chance to own a fast appreciating asset and the finest there is...£49,750

Jaguar SS100 Built in 1975 by the famous coach builders Birchfield in handcrafted aluminum based on the1935 SS100. These cars are very rare, only 22 were ever made, this one is No 18, these cars have over tripled in price because of the investment side of them plus they drive beautifully. Powered by the Jaguar 4.2 engine with twin carbs. Hardly ever see these for sale because of the rarity of them. Although we have been fortunate to have owned seven of these masterpieces. Finished in gleaming red with beige hide interior piped in red with embroidered headrests, Power steering, automatic, sparkling chrome wire wheels, Beige convertible top and spare wheel cover and hood cover, large chrome headlights with chrome mesh grills, twin spots, side pillar light, stereo, disc brakes. All weather equipment. Probably the finest coach built repro in the world, this car is just breathtaking .... **£145,500.** More pictures on website http://www.peterjarvis.net

Mercedes Sports 1985 280SL Finished in gleaming unmarked classic white, with black hide interior, rear seats, hard and soft tops, automatic, power steering, power windows, ABS brakes, alloys, stereo system, 69,000 miles, service history, complete with all tools, new Mot supplied on purchase,only three previous owners, always garaged, drives superb, excellent example **£27,750**

Mercedes sports 300SL 1988/9 finished in astral silver, with navy blue interior and matching soft top, complete with hard top,rear seats,over mats,tinted glass, stereo system,abs,alloys,power windows,automatic,power steering,spare wheel never used,complete with all tools,,only one previous owner,only 23,000 miles from new,with excellent service history from new, garaged from new.just magnificent throughout. **£59,750**

Jaguar E Type V12 2+2 1971 finished in signal red with black hide interior, chrome wire wheels, stereo system, power steering, automatic, thousands spent to bring this E Type to the highest of standards,original handbook **£86.500**

Ford 1955 Zephyr Mk1 Three position convertible Finished in Dorchester Grey with a Maroon soft top and hood cover,Matching interior and carpets, Period radio, Sun visor, Pillar spotlight, Badge bar, Twin spots, white side tyres, complete with tools , handbook and invoices, restored to the highest standard, absolutely stunning, more pictures on website..... ....**£49,750**

Ford Zephyr convertible 1955 Mk1 Three position Drop head, finished in Dorchester Grey over Maroon, with superb interior, with matching hood and hood cover, sun visor, twin spots and badge bar, pillar spotlight, period radio, complete with tools, handbook and many invoices,featured in many magazines, very rare and a fine investment.
This car is just breathtaking. **£49,750**
Choice of three

Rolls Royce 20/25 1934 coachbuilt by Park Ward finished in Masons Black over Maroon, rear touring trunk with all tools and compartments and picnic tables to rear, as new carpets and head lining, the veneers are highly polished. Excellent history file containing original bill of sale invoices for work carried out and letters from previous owners dating back many years. This very elegant car runs and drives silent as one would expect of this superb example **£57,750**

Jaguar E Type 3.8 Series 1 Roadster 1963 Finished in gleaming unmarked British Racing Green, with matching soft top. With as new tan interior and tonneau cover, Period radio, Like new chrome wire wheels and tyres, This car is just breath-taking, Probably one of the best we have ever seen. If you want the very best here it is. ....**£165,500 GBP**

Ford Zephyr 1954 MK 1 finished in masons black ,with superb original maroon interior, manual transmission, steel sun visor, twin spots, side hunting lamp, new slim band tyres badge bar and badges, original working radio, good history, only 48,000 miles from new, many old M-O-Ts.original handbook, complete with all tools, and jack, known to us from new,entered in many shows, this remarkable original car runs superb,probable only a few available excellent investment.. .... **£26,750.**

Daimler Sovereign 420 1967 finished in golden sand with cherry red hide interior, automatic, power steering, badge bar, chrome wire wheels,stereo,These Daimlers are very rare and probably never in the condition of this car,being kept in remarkable condition from new,and only 53,000 miles with a folder full of history and old MOTs. complete with original tool kit, having only three owners from new the last owned 34 years,a superb classic that drives excellent and can be driven every day,garaged from new .Excellent value for this appreciating classic. .... **£36,750.**

pjarvis646@aol.com

CLASSIC & SPORTS CAR

PRESENTS

THE *LEGENDS* SERIES

SPECIAL COLLECTORS' EDITION
CLASSIC & SPORTS CAR PRESENTS
AC & SHELBY LEGENDS
SENSATIONAL SPORTS CARS AND V8 MONSTERS
INCLUDING
AC Ace, Aceca, Cobra and 428, plus Ford GT40, Shelby GT350, Sunbeam Tiger and much more!
SPECIAL COLLECTORS' EDITION
CLASSIC & SPORTS CAR PRESENTS
MASERATI LEGENDS
THE TRIDENT'S GREATEST ROAD AND RACE CARS
INCLUDING
Ghibli, 250F, Mistral, 'Birdcage', Mexico, 300S, Khamsin, Bora, Quattroporte, 3200 and more!
SPECIAL COLLECTORS' EDITION
CLASSIC & SPORTS CAR PRESENTS
VINTAGE & VETERAN LEGENDS
GLOBAL PIONEERS FROM THE DAWN OF MOTORING
INCLUDING
Bentley, Mercedes, Rolls-Royce, Delage, Austin, Lancia, Vauxhall, Morgan, Ford, Alvis and more!

The *Legends* series gathers together some of the finest stories from the past 30 years of *Classic & Sports Car*, and if you've missed the first 29 editions, time is running out to bag yourself a copy.

Most have unfortunately already sold out, but there was a limited number still available as we went to press, including *British Leyland Legends*, *Bentley Legends*, *Swedish Legends*, *AC & Shelby Legends*, *Maserati Legends* and the most recent addition, *Vintage & Veteran Legends*, which looks back at the automotive pioneers that provided the foundations for the classic car movement. Simply follow the link below or scan the QR code to find out more, and look out for special offers on selected editions.

SCAN ME

ON SALE NOW!

Visit **magsdirect.co.uk/classic-sports-car-presents/**

COMING SOON IN THE *LEGENDS* SERIES:

- ***TVR Legends*** (on sale 9 October)
- ***1970s Legends*** (on sale 13 November)
- ***Rolls-Royce Legends*** (on sale 18 December)

Lotus Elise S1 4,775 miles

First registered October 1999, 4,775 miles from new, Purchased new by owner, Azure Blue metallic paint, Raffia leather trim, Been in dehumidified storage for last 10 years, Car in as new condition

£30,000

For further information please contact David Waghorn
Telephone: 07778924876
Email: davidjwaghorn@btinternet.com

BROADPEAK CAR STORAGE

25 minutes West of Stonehenge on A303
www.broadpeak.co.uk

1947 MGTC £24,000. Drives beautifully. Matching numbers. Bluemels steering wheel, improved steering box, unused hood / sidescreens. LEDs. Rebuilt suspension, halfshafts, bearings, kingpins, bushes, brakes, new master cylinder, refurbished 16" wires, rewired, new carpets, battery. 07894 075533 (West Sussex).

1951 Riley RMB 2.5 Litre £25,995. MASSIVE full restoration. New ash frame, recon engine/mechanics, complete new interior in leather hide, re-chromed, faultless bodywork in Almond Green Metallic, all books & tools. 07909 231414 (T)

1950 MG YA Saloon £12,995 A very pretty, example which needs to be seen and driven to fully appreciate it. Subject of a running restoration with invoices on file for thousands. Bodywork, chrome, interior, engine bay are all outstanding, Superb replacement cream leather upholstery with red piping. A little Gem. 07909

BMW CSL 3003. 1973. Good condition. Original interior. New tyres. Super car. £80,000. 01935 872036.

www.FORZA288.com

Buying and Selling Ferraris
Ferraris taken on consignment
Call: 01425 273 682 / 07860 274455 Email: info@forza288.com

Mob: 07756 862188
garagefindsuk@gmail.com
WWW.GARAGEFINDS.CO.UK
MUGS
MOUSEPADS
GREETING CARDS
COASTERS
CAR MEMORABILIA

Involved in a classic car dispute?
Whether you are a buyer, seller, owner or restorer.
Classic car disputes can be resolved through mediation quickly and cost effectively.
By an enthusiast for enthusiasts.
Kenworthy's Chambers
Peter E Quegan
Tel: 0161 8324036 www.kenworthysbarristers.co.uk

CLUB LOTUS
THE ORIGINAL & BEST CLUB FOR ALL LOTUS OWNERS & ENTHUSIASTS
Colour Magazine • Insurance & Parts • Discounts • Free Technical help
Lotus Regalia & more for only £35 per year
TEL 01362 691144/694459 EMAIL annemarie@clublotus.co.uk
www.clublotus.co.uk
58 MALTHOUSE COURT DEREHAM NORFOLK NR20 4UA

2017 Morgan+8 £63,000. 22,000 miles. Beautiful condition. One owner. Colour Ivory and Green. Unique Trunk and Picnic. Email ian@svpltd.co.uk.

Earley Engineering Limited
Alvis Specialists
+44 (0)1981 250 244
info@earleyengineering.co.uk
www.earleyengineering.co.uk

- Servicing
- Chassis engineering
- Restorations
- Engine builds
- Upgrades
- Coach building
- Sales
- Bodyshop
- Parts
- Race/rally preparation

Dick Lovett

WE WANT YOUR CAR

We are one of the UK's largest buyers of used prestige and performance cars, offering a hassle-free process with immediate payment at the very best price.

Quick decision, rapid payment and worldwide collection.

Call Matthew Beard on 07860 911 959 or email sell@dicklovett.co.uk today for a no-obligation quote on your vehicle.

CLASSIC & SPORTS CAR

To advertise in *The Marketplace* contact Christian Gidley on
020 8267 5721
or email
ads.csc@haymarket.com

INSURANCE FOR THE INDIVIDUAL

Rated "Excellent"
★ Trustpilot ★★★★★
Based on over 35,000 reviews

A classic car as treasured as yours deserves insurance from a specialist. Our customers have saved an average of 39% when taking out a classic policy with us*. Whether you drive your car daily, take trips in the summer, or you're working on a classic car project, we can tailor insurance to suit your needs.

Our bespoke classic car insurance can include:

- ✓ Agreed value cover
- ✓ Laid-up and build-up cover
- ✓ Cover for modifications
- ✓ Club member discounts

Call us today on 0800 587 5468

50 YEARS OF EXCELLENCE

adrianflux.co.uk

Authorised & regulated by the Financial Conduct Authority. Trustpilot rating checked on 4th August 2025. *Based on customer premium data from 2023

ADRIAN FLUX
Insurance for the individual

Classic car insurance by

classicline*

Built around classics.

Cover includes **UK & EU Breakdown** and **Motor Legal Expenses**

Policy Benefits: Club Membership Discounts | Track Day Cover | All Modifications Considered
Policy Options: Agreed Value | Laid Up Cover | Multi Vehicle Policies

01455 639 000

www.**classiclineinsurance**.co.uk

classicline*
INSURANCE

Authorised and regulated by the FCA

Footman James
Private Client

'The service and customer relations are first class and the value is excellent because they are able to understand their customers and provide me with a service that is hand-in-glove with my needs. Their newsletters, articles and events make it feel like being a member of an enthusiasts club.'

Saul, FJ Private Client

We have over **2,700** live Private Client policies

0330 162 6754

footmanjames.co.uk

The average Private Client insures **8.6** vehicles on a policy with us

All cover is subject to insurer's terms and conditions, which are available upon request.
Footman James is a trading name of Advisory Insurance Brokers Limited. Registered in England No. 4043759 Registered Address: 2 Minster Court, Mincing Lane, London, EC3R 7PD. Authorised and Regulated by the Financial Conduct Authority.
iD:31000

COOPS
Insurance | COOPS.CO.UK

CLASSIC VEHICLE INSURANCE SPECIALISTS FOR 34 YEARS

COOPS INSURANCE WAS FOUNDED IN JANUARY 1990 AS A LOCAL INSURANCE PROVIDER IN SUTTON.

COVERING ALL ASPECTS OF INSURANCE, COOPS BEGAN TO GROW AND IS NOW ONE OF THE MOST POPULAR BROKERS OF ITS KIND.

YOU KNOW

WHO WE ARE

Many think that Classic Car insurance is just the same as ordinary car insurance. But it's not. Here at Coops we have a passion for Classic Cars, and that means we understand not just the cars – and all their vagaries – but we understand the owners too.

If you want to talk Classic Car Insurance, just call us – we're ready to help and understand.

Tel: **0208 641 3131** | www.**coops**.co.uk

TRIUMPH
TRIUMPH
TRIUMPH
TRIUMPH
TRIUMPH

RIMMER BROS EST 1982

A BRITISH COMPANY SUPPORTING BRITISH CARS

TR2-5 - TR6 - TR7 - TR8 - SPITFIRE - STAG
GT6 - 2000 - 2500 - 2.5Pi
DOLOMITE - SPRINT - HERALD - VITESSE

ALL THE PARTS YOU NEED

FROM THE SMALLEST
NUT & BOLT TO AN ENTIRE
BODY PANELS & EVERYTHING
IN-BETWEEN

ASK US FOR A
FREE CATALOGUE

QUALITY PARTS & ACCESSORIES
FAST & RELIABLE WORLDWIDE DELIVERY
EXTENSIVE WEBSITE
VAST STOCKS AT 100,000 SQ FT HQ
KNOWLEDGEABLE STAFF
FREE COMPREHENSIVE CATALOGUES
PRICE MATCH
TRADE & WHOLESALE ENQUIRIES WELCOME

WEB - www.rimmerbros.com
EMAIL - sales@rimmerbros.com
TEL - +44(0)1522 568000
Rimmer Bros., Triumph House, Sleaford Road, Bracebridge Heath, Lincoln. LN4 2NA.

SEE OUR
SOCIAL MEDIA

EST. 1980
PRESTIGE
AUTOTRIM

Premium Quality Soft Tops & Interior Trim | World-Wide Mail Order

Website: www.PrestigeAutotrim.com | Email: sales@prestigeautotrim.com

Premium Interior Trim
Panels - Seat Covers - Carpets

Deals Available!
Visit our website for more information

- New Laser-Cut Door & Trim Panels
- Computer-Cut Seat Covers
- Computer-Cut Interior Carpet Set
- Full Leather Upgrades Available
- Choice of Premium Carpet Materials
- Bespoke Colour Combinations

Available for a large range of models.

www.PrestigeAutotrim.com

Factory Quality Soft Tops
Large Choice of Marques & Models

Tonneau & Hood Covers
Wide range of available colours

CABRIO SHIELD®
A Tailored Solution To Soft Top Protection™
Protect & Preserve Your Soft Top & Windows From:

- Leakages & wear damage
- Opportunist theft of contents
- Tree sap, sun damage, dirt build up etc

Concealed Attachment - No Need For Straps
Secure From Wind & Theft

Prestige Autotrim Products Ltd, Oak Tree Place, Expressway Business Park, Birkenhead, CH42 1NS, England

Tyre flat spot?
NEVER AGAIN!

ALTairEGO®
since 2009 tyre cushion sets

www.altairego.it
100% MADE IN ITALY
info@altairego.it

+400% additional tyre-bearing surface from these specially designed product lines of cushions to avoid, seriously, the tyre flat spot phenomenon.
ALTairEGO cushions sets offer a tyre-bearing surface +400% greater than when the car is parked on the ground, thus avoiding the tyre flat spot.
3 product lines, including **22 models** in respect to your car's specific kerb weight category, between 500 kg / 1100 lbs and up to 4000 kg / 8800 lbs.

Automotive brands represented here remain the property of their respective owners.

Mobile service available

We travel countrywide

The Vintage Wireman

Fault finding

Full rewires

Upgrades

Bespoke designs

We only work on classic and vintage vehicles

Automobile Electricians

Phone Rory: 07702269759

rory@vintagewireman.co.uk www.vintagewireman.co.uk

AES

AUTO ELECTRIC SUPPLIES LTD

ELECTRICAL PRODUCTS FOR MODERN, CLASSIC & VINTAGE VEHICLES

Call for a copy of our new 240 page catalogue

www.autoelectricsupplies.co.uk T: 01584 819552

HARVEY WASH LTD

ROLLS ROYCE & BENTLEY SPECIALISTS

- FOR 50 YEARS -

SERVICE • REPAIRS • RESTORATION

PROVIDING QUALITY WORK ON ROLLS-ROYCE, BENTLEY AND OTHER CLASSIC MOTOR CARS

WWW.HARVEYWASHLTD.CO.UK

GIVE MATTHEW A CALL ON 01376 571174 TO DISCUSS YOUR REQUIREMENTS

OR DROP US AN EMAIL ON INFO@HARVEYWASHLTD.CO.UK

COGGESHALL ROAD, KELVEDON, COLCHESTER, ESSEX CO5 9PF

HARVEY WASH IS A PROUD MEMBER OF THE ROLLS-ROYCE AND BENTLEY SPECIALIST'S ASSOCIATION, WHICH IS DEDICATED TO THE CONSERVATION OF ROLLS ROYCE AND BENTLEY MOTOR CARS

Classic Car Stereo

RETRO CAR AUDIO

HEAD UNITS • LOUDSPEAKERS • AERIALS • ACCESSORIES

HERITAGE 300 DAB SPINDLE MOUNT RADIO

£399.00

- DAB/DAB+ tuner
- FM (RDS)
- Bluetooth music streaming
- Bluetooth hands free mobile phone calls (external microphone included)
- Green LCD display
- Rear USB (also supports phone charging)
- Fast playback from USB; MP3, WMA
- Rear phono aux in
- 4x45 Watt Max.
- 2-channel phono Preamp-out
- Subwoofer output
- Permanent non volatile memory
- Supplied with stick on DAB windscreen antenna
- Supplied with ISO power and loudspeaker connectors
- 12V negative earth
- Choice of knobs & fascias

* Now with two years warranty

www.classiccarstereo.co.uk • sales@autosound.co.uk • 01274 688990

Coln Engineering

Unit 3 Alma Terrace,
Gloucester GL1 5PY
Tel: 07791 778328

Specialists in the restoration of vintage and classic carburettors

http://www.colnengineering.co.uk/

SEALS+DIRECT

NEW CATALOGUE

SEALS+DIRECT
SOLVE YOUR SEALING PROBLEMS
MARINEINDUSTRIALCARAVANAUTOMOTIVE

Rubber seals and trims for classic, modern and kit cars

FREE, fully illustrated catalogue
Please visit our website or call
01425 617722

Seals+Direct Ltd, Unit 6, Milton Business Centre, Wick Drive, New Milton, Hampshire BH25 6RH Email: sales@sealsplusdirect.co.uk

MARINEINDUSTRIALCARAVANAUTOMOTIVE

www.sealsdirect.co.uk

AUTO MIRAGE LTD

T: 01253 734743 | E: info@automirage.co.uk
Peel Hall Business Park, Peel Road,
Westby, Lancs FY4 5JX

FOLLOW US ON facebook

Paint solutions for your classic or custom car!

Classic SWEDE .co.uk

Retro, Classic and Vintage Volvo Parts

Trusted Parts Supplier with over 40 years of experience for you to benefit from.

The Classic and Performance Specialists for the Best Quality Parts

Performance upgrades, parts and after-market spares + Tools, poly bushes, steering, wheels, suspension and many more!

www.classicswede.org • t: 07824 887160 • e: sales@classicswede.co.uk

SOUTHERN TRIUMPH SERVICES

11a STAMFORD ROAD, SOUTHBOURNE, BOURNEMOUTH, DORSET BH6 5DP, UNITED KINGDOM

www.southerntriumph.com

Dedicated to the preservation & enjoyment of classic Triumph cars

Catering for and taking care of: Herald, Vitesse, Spitfire, GT6. Also all TR's from 2 - 6 specialising in 4s, 4As, 5s and 6s, American TR 250s Stags, 2000s and 2500s

TEL: 01202 423687

Mon/Fri 9-5.30 Sat by appointment only (9-1)

Omicron

Aurelia • Flaminia • Flavia • Fulvia • Stratos

some parts also for Appia • Aprilia • Beta • Montecarlo • Gamma • Delta

- ★ FREE catalogue for each model
  Fast, international mail order parts service
- ★ Full or partial restorations undertaken for UK or overseas customers – always to the highest standards
- ★ Servicing and routine maintenance
- ★ Competition Preparation

LANCIA

Omicron Engineering Ltd.,
The Long Barn, Mulbarton, Norwich, Norfolk, NR14 8JS, UK
Tel: ++44 (0)1508 570351 • Fax: ++44 (0)1508 570795
internet: www.omicron.uk.com • email: sales@omicron.uk.com

PHOENIX CRANKSHAFTS LIMITED

PERFORMANCE CONRODS

FINITE ELEMENT ANALYSIS (FEA)

BESPOKE CRANKSHAFTS

LOW-VOLUME SPECIALISTS

- CRANKSHAFTS
- CONRODS
- CRANKCASE LINE BORING
- FEA DESIGN
- MANUFACTURED IN THE UK

PHOENIXCRANKSHAFTS.COM | SALES@PHOENIXCRANKSHAFTS.COM | 01923 220370

JAYMIC
CLASSIC BMW PARTS
T: +44 (0)1263 768768
F: +44 (0)1263 768336
E: 02PARTS@JAYMIC.COM
WWW.JAYMIC.COM

JAYMIC LTD, 2002 THURGARTON RD, ALDBOROUGH, NORFOLK, NR11 7NY, UK
Suppliers of new genuine, original equipment, aftermarket and used, Classic BMW parts

HARDY ENGINEERING TRANSMISSIONS LTD

Gearboxes And Differentials For all types of Classic Manual and Automatic Cars
We also repair overdrives, axles, differentials customers own unit overhauled
or some units held in stock - vehicle fitting service in our dedicated classic workshop.
All work is guaranteed for 12 months. Call us for friendly advice on **01372 378927**
Hardy Engineering Transmissions Ltd
268 Kingston Road, Leatherhead Surrey - Junction 9 off the M25
www.hardyengineering.co.uk
Established in 1969

Derby Plating Services Ltd Est. 1979

Specialist electroplaters, polishers and metal finishers.
Re-chroming to the highest concours and show standards
148 Abbey Street, Derby DE22 3SS
Tel: +44(0) 1332 382408
Email: info@derbyplating.co.uk
www.derbyplating.co.uk

CLASSIC CAR AUTOMATIC TRANSMISSIONS & PRE-SELECT GEARBOXES
RECONDITIONED & SPARE PARTS SUPPLIED
G WHITEHOUSE AUTOS LTD
www.gwautos.com Tel: 0121 559 9800 info@gwautos.com
CLASSIC CAR AUTOMATIC CONVERSION
Convert your classic car to Jaguar XJ40 4 speed automatic
KITS NOW AVAILABLE FOR MOST CARS

bespoke
Garages
by CONTAINERS DIRECT

Discover our bespoke line of spacious portable garages. Tailor-made in house by our container conversion specialists. Fully customisable to your needs, these made-to-order solutions offer unbeatable functionality and style.

THE CarTainer® STANDARD LINE

GET YOUR PERSONALISED QUOTE TODAY

info@shippingcontainersuk.com

www.shippingcontainersuk.com

0800 7723236

Richbrook

Perfect fit indoor car & bike covers, available in Red, Blue, Black & Green.

£46

£129

Supersoft

Superstrong

Superstretchy

Auto EXPRESS RECOMMENDED 2024

Full info and shop **www.richbrook.co.uk** or call 01328 862387

TIMBER GARDEN BUILDINGS

'Quality Timber Buildings For All Your Needs'

GARDEN OFFICES
TIMBER GARAGES

Warwick Buildings
Nightingale Lane
Southam Road
Long Itchington
Warwickshire
CV47 9AT

01926 815757 | www.warwickbuildings.co.uk

INTRODUCING
Girardo & Co.
STORAGE

DISCREET HIGH-SECURITY BONDED COLLECTOR-CAR STORAGE, 45 MINUTES FROM LONDON HEATHROW

SCAN HERE TO RESERVE YOUR SPACE

www.girardo.com | Oxfordshire, UK +44 (0)203 621 2923
Turin, Italy +39 011 1927 2277 | info@girardo.com

CLASSIC
ADDITIONS
• Established 1989 •

The car cover people

T: 01938 561717
E: sales@classicadditions.co.uk
www.classicadditions.co.uk

Discount Code:
CA-CSC

Richbrook

Tailored Convertible Car Half Covers for Audi, BMW, Jaguar, Porsche and many others.

£89

Ultimate Protection

Perfect Tailored Fit

100% Waterproof

Full info and shop **www.richbrook.co.uk** or call 01328 862387

Car Storage Scotland

your car… our passion

- Secure discreet location
- Collection & delivery
- Fully enclosed transport
- Routine maintenance
- International shipping
- Carcoon sales agents

Tel: 0131 663 9020
info@carstoragescotland.co.uk

www.carstoragescotland.co.uk

Rudler
Car Transportation and Storage

P.O.Box 11, Swindon, SN4 7SY
T: 01793 731107
M: 07899 778822

"for fine automobiles"

Specialist in covered car transportation and high quality car storage in a dehumidified purpose built facility.

www.rudler.co.uk

CLAREMONT COACHWORKS

Car Storage and Repair

We provide **proactive care** for your car throughout its storage. Each vehicle is connected to a suitable CTEK charger to maintain battery health, tyres are overinflated to prevent flat spots, and fluid levels are routinely checked.

- CTEK Battery Conditioner
- Tyre Pressure Inflation (40psi)
- Fluid checks
- 50 Day Periodic Engine Starts
- Car Cover or Use Your Own
- Daily Checks of Cars and Buildings

Cars are stored indoors at a secure site with a professionally monitored alarm system and 24/7 CCTV surveillance.

We are also specialists in car bodywork repairs, with over 25 years experience and an excellent reputation.

If you have had an accident or your vehicle requires some cosmetic repair to bring it back to its original condition, contact us to arrange a **FREE** no obligation quotation, and advice from experienced bodyshop technicians.

We are based in Surrey, south west London, 5 minutes from the A3 and a further 2 minutes from the M25 junction 10.

e: **info@claremontcoachworks.co.uk** t: **01932 253 825**
www.claremontcoachworks.co.uk
5A Lyon Road, Walton-On-Thames. KT12 3PU

SOUTHLANDS CHERISHED CAR STORAGE

Situated 5 minutes from the A3 on the Surrey / Hampshire / Sussex borders convenient for Goodwood
Discreet secure insulated purpose-built storage facility for all cars.
Onsite service and repair available

For further information Tel: 01420 472 273
E-mail: southlandsccs@gmail.com
Web: www.southlandscherishedcarstorage.co.uk

JonWilliamStables.co.uk

1965~2015 50th Anniversary

Garaging ~ Carriage Houses ~ Workshops

Call us today on 01380 850965

READY TO WEAR AND BESPOKE COVERS FOR ALL CAR MODELS

CarCoverShop.co.uk

www.carcovershop.co.uk | t.01780 654088

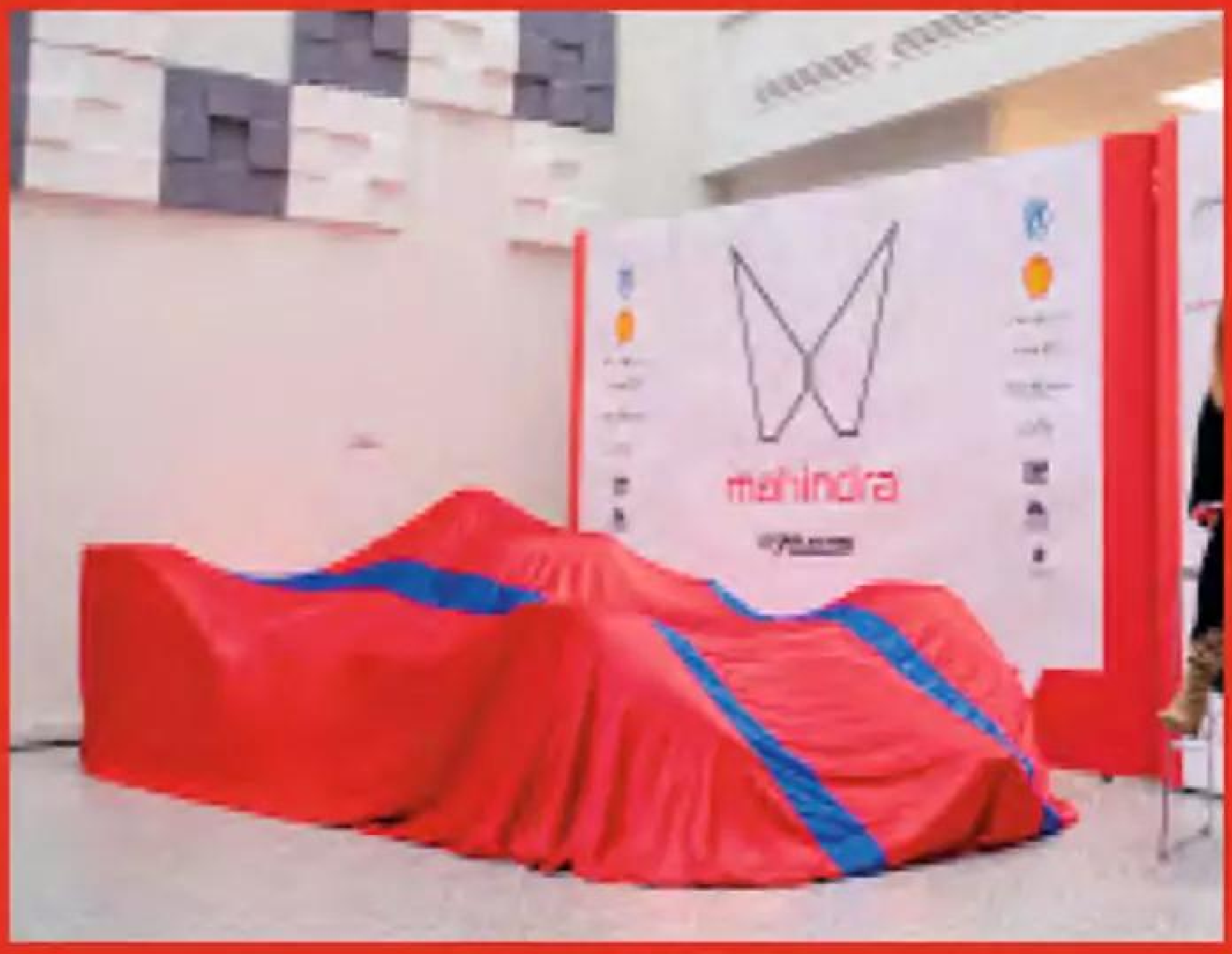
Protector-4
Outdoor Breathable covers from £125
Soft fleece lined, 4 layer, 7 sizes & water resistant

Soft Stretch
Indoor Covers from £129, 4-way stretch Lycra in 4 colours/6 sizes for the perfect fit

Custom Waterproof & breathable covers, prices from £229.
Neoprene/wetsuit fabric tech keeps car 1000% dry, slight stretch for a hugging fit, the best all weather cover

AirChambers
The market leading indoor rigid integral frame storage chamber for rust-free preservation

Custom Indoor Premium soft sweatshirt-grade fleece custom made cover for body hugging look with piping, 15 colours, from £355



Reveal Cover
Satin handover or storage covers for car sales or storage. World leading supplier, logos optional, 15 colours

Airchambers, CTEK Battery Conditioners, Dehumidifiers, Half Covers, Hardtop Stands

Specialists in Protecting & Preserving your car since 2008

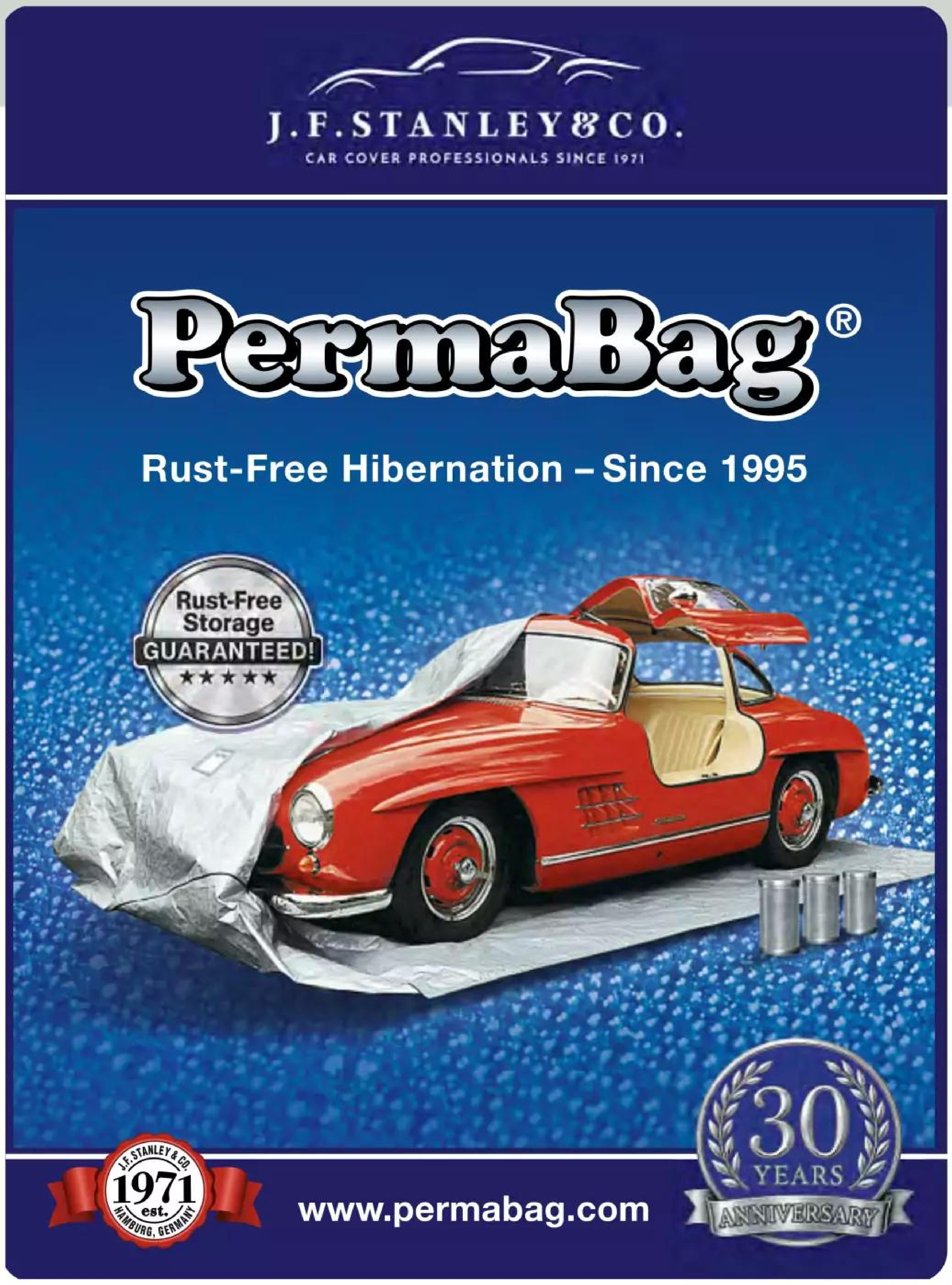
JOIN OUR ACTIVE CLUB

Monthly full colour magazine
Regular local branch gatherings
Insurance and suppliers discount
Club shop with merchandise
Annual international rally
Website and forum
Technical advice

The DLOC incorporates the SP250 Owners' Club

Daimler & Lanchester Owners' Club

www.DLOC.org.uk - phone 01787 249282


J.F.STANLEY&CO.
CAR COVER PROFESSIONALS SINCE 1971

PermaBag®

Rust-Free Hibernation – Since 1995

Rust-Free Storage GUARANTEED! ★★★★★

J.F.STANLEY & CO. 1971 est. HAMBURG, GERMANY

www.permabag.com

30 YEARS ANNIVERSARY

VOLVO OWNERS' CLUB www.volvoclub.org.uk

To enjoy your Volvo and save money, join the UK's largest dedicated Volvo Car Club

All models catered for from the oldest to the newest

Contact: Volvo Owners' Club, Membership Administration,
Octagon House, 1 Over Road, Swavesey, Cambridge CB24 4QZ
Tel: 01954 313103 | Email: membership@volvoclub.org.uk | www.volvoclub.org.uk

MOTOR FOLIOS

KEEP YOUR CARS HISTORY IN STYLE

Luxury binders, bespoke with your cars details on an engraved plate

Order online at
motorfolios.com
JAGUAR CARS LTD. COVENTRY
JAGUAR
C-TYPE
YOUR REG

Tapis-DELUXE
GERMAN QUALITY

Tel. 0049 9171 8531911
shop@tapis-deluxe.com

THE 1ST SPECIALIST IN CAR RESTORATION CARPETS
ALL CAR BRANDS

Wide choice of colors in original quality for:
ALFA ROMEO Spider 1985-1993
BMW 1500, 1600, 1800, 2000
CITROËN DS, SM, 2 CV, 11 CV
MERCEDES W107 to W191
PORSCHE ALL MODELS UP TO 1995
YouTube @Tapis-DELUXE

PORSCHE 911 TARGA 1974 - 1998
From 605 €

FERRARI 308 GTB / GTS
From 520 €

All our models on :
www.tapis-deluxe.com

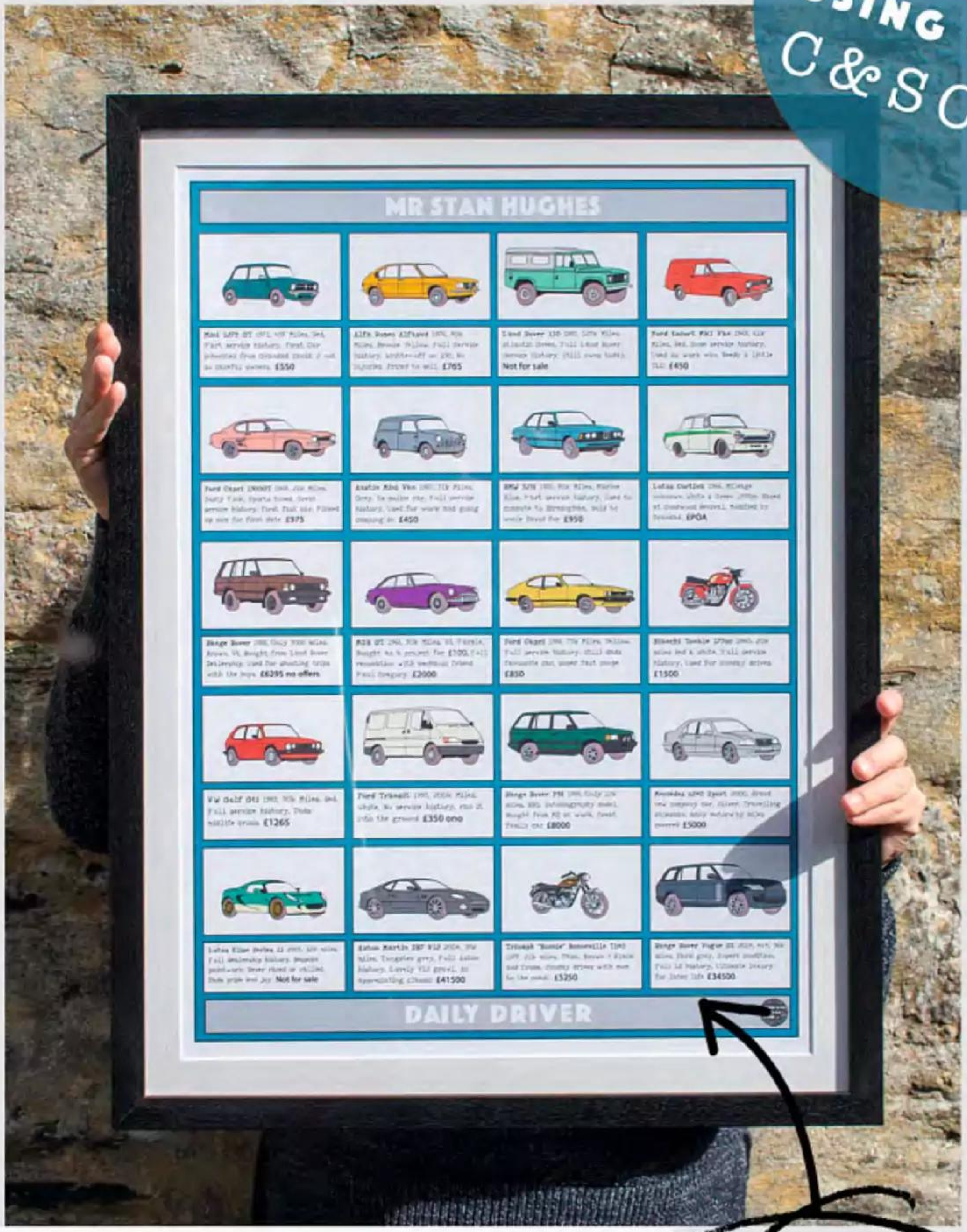
Personalised for you

DAVE
SHARON
G247 YBR

Journey Together™ mug.
Your names, personal message, personal number plate, and even choose the colour of the car to match your style.

Carvolution® artwork
Your life in cars®

10% OFF ALL ORDERS USING CODE C&SC10


MR STAN HUGHES
DAILY DRIVER

Daily Driver™ bespoke artwork include one or all the cars you've owned over the years

Your very own vehicle history

DAD'S FUEL
CARVOLUTION

Each bespoke mug is illustrated with up to 3 of your very own cars with a personalised message under the cars.

Perfect for Father's Day

YOURLIFEINCARS.COM

Google ★★★★★

Trustpilot ★★★★★

STEVEMCQUEENBYRENAULD

RENAISSANCE
OF AN ICON

During the making of Le Mans, McQueen wore a distinct and much-loved pair of sunglasses. Renauld have faithfully reimagined a strictly limited edition collection of McQueen's exact sunglasses with select pieces housing an authenticated part of McQueen's own Porsche 917 race number 20 encased in the Renauld Keepsake Marque. "Racing is life. Anything before or after is just waiting", Steve McQueen

Steve McQueen by Renauld is the first sunglasses to house ValueBond. ValueBond is a pioneering way of establishing authentication and verification of Renauld sunglasses with a smartphone. It also permits gateway access to exclusive Renauld VIP content to inspire and educate.*

**Available with select sunglasses.*

Steve McQueen ™

Steve McQueen's personality rights, publicity rights, and trademarks containing his name are the property of Chadwick McQueen and Molly McQueen. Official merchandise licensed by Renaissance Licensing.
© 24 Hours Le Mans

RENAULD.CO.UK

FACTFILE
Engine 1998cc turbo 'four'; 228bhp @ 5-6000rpm; 280lb ft @ 1500-4000rpm **Transmission** seven-speed dual-clutch auto, FWD **0-60mph** 5.8 secs **Top speed** 155mph **Mpg** 35.3 **Price** £33,265

MINI COOPER S JCW

Expensive but riotous to drive, the latest hot MINI represents a dying breed

WORDS **ALASTAIR CLEMENTS** PHOTOGRAPHY **MAX EDLESTON**

FUTURE CLASSIC

As electrification becomes ever more widespread, increasingly our *Future classic* candidates are last-of-the-line models, and this madcap John Cooper Works version of the fourth-generation BMW MINI could be its final petrol incarnation, and among the last small hot hatches powered by internal combustion.

It certainly means business, all scoops and spoilers with a purposefully square stance on handsome alloy wheels: still with some of the signature MINI cheekiness, but also more than a little bit naughty. Like all of the BMW-era cars, the F66's interior feels beautifully made yet also fun and funky, with a huge central dial that can be personalised with various slightly gimmicky 'Experiences', though only the 'Go-kart' setting gives a proper tachometer.

JCW spec brings an extra 27bhp and 59lb ft, along with additional chassis bracing, bespoke springs and dampers, plus more negative camber at the front. Fire up and there's a gurgling burble from the single central exhaust, and you find yourself hunting around for a gearlever before remembering that you can't buy a manual MINI any more, so instead you select drive modes via a toggle switch. Happily, shifts through the seven-speed dual-clutch auto are snappy and the combination of a torquey 2-litre turbo engine and relatively light weight (for a modern – it's still a whopping 1330kg) mean that performance is thrilling.

More impressive, though, is the delivery: it feels as if there is plenty of urge throughout the rev range, with peak torque from 1500 to 4000rpm, at which point the powerband is really getting into its stride, not tailing off until after its 6000rpm zenith. The four-pot sounds urgent, with a rasping edge accompanied by an addictive turbo whistle and wastegate whoosh that encourages you to press on.

It would be ridiculous to suggest there is any shared DNA between today's MINI and the Alec Issigonis original, but there is a familiarity to the way this little rascal dives into corners, easily adjusted on the throttle with its rear axle dancing as its front tyres hang on gamely. The steering is alive, well-weighted and responsive, like all the controls you interact with, while the superb driving position and chunky wheel give confidence. Even at near double the size of a '59 Mini it feels compact and nimble, and only the rock-hard ride can be a hindrance: it adds to the car's sense of liveliness, but also forces you to back off on a poorly surfaced country road to avoid unwanted agricultural excursions.

Crucially, for both a MINI and a hot hatch, this is a car that makes you smile even on the most mundane journeys. If this does end up as a last hurrah, it's not a bad way to bow out.

2014 PORSCHE 991 50TH ANNIVERSARY EDITION (FACTORY POWERKIT)
An exceptional example finished in black with full black leather and period Houndstooth seat inserts. Featuring a very high specification including the rare and desirable factory powerkit option. Only 6,500 miles from new with a full Porsche main dealer service history.

1998 BENTLEY CONTINENTAL T
An exceptional late production example featuring the 420BHP engine. 45,000 miles and very well sorted with a full and comprehensive history.

1972 BMW 3.0 CSL
One of 500 RHD examples. Original specification and matching numbers with 62,000 miles from new with a great history.

1996 MERCEDES BENZ E36 AMG CABRIOLET
One of only 19 right hand drive examples in excellent order throughout. 46,000 miles with a full and detailed history.

1972 FERRARI DINO 246GT
UK delivered, matching numbers and factory specification. A great history with all the right people and 32,000 miles from new.

TEL: 01249 760686 • THEHAIRPINCOMPANY.CO.UK
THE HAIRPIN COMPANY COMPTON BASSETT WILTSHIRE SN11 8RH

THE HAIRPIN COMPANY

BUY. SELL. DISCUSS.
RESEARCH. OBSESS.
PREDICT. INQUIRE.
LEARN. DREAM.

BRING A TRAILER

Join BaT for low fees, transparent listings, and the most knowledgeable community of enthusiasts you'll find anywhere.